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be Bovril

BRITISH TO THE  
BACKBONE.

[679]

No. 18,190.

號十九百一千八萬一第

日四初月八年辰丙

HONGKONG, FRIDAY, SEPTEMBER 1st, 1916.

五拜禮

號一月九年五國民華中

PRICE, \$3 PER MONTH.

## THE HOME MAILS.

**TO ARRIVE**  
Sept. 1st.—Europe (via Siberia), per  
s.s. LICHOW.  
Sept. 3rd.—The English mail, per s.s.  
NANUN.  
**TO DEPART**  
Sept. 3rd.—Europe (via Siberia), at 9  
a.m., per s.s. NANUN.  
Sept. 6th.—Europe (via Siberia), at 10.30  
a.m., per s.s. EMPRESS OF  
RUSSIA.  
Sept. 6th.—Shanghai, North China,  
Japan (via Nagasaki, Viet-  
nam, Vancouver, United  
States, South America, and  
United Kingdom (via Cana-  
da), at 10.30 a.m., per s.s.  
EMPRESS OF RUSSIA.  
Sept. 6th.—Straits, Burma, Ceylon,  
Adelaide, Western Australia,  
India, Aden, Egypt and  
Europe, at 11 a.m., per s.s.  
MALTA.  
Sept. 8th.—Formosa (via Keelung, Japan  
via Moji, United States,  
Canada, South America and  
United Kingdom (via Canada,  
at 1 p.m., per s.s. TACOMA  
MAVER.  
Sept. 14th.—Formosa (via Keelung,  
Shanghai, North China,  
Japan (via Nagasaki, United  
States, Canada, South America,  
via Victoria, and United  
Kingdom (via Canada, at 1  
p.m., per s.s. MARIA MARU.

N.B.—For further returns and for Mails to  
and from the Coast Ports, Manila,  
Siam, etc., see the Post Office Notice  
on the last page of this issue.

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8.00 " " 10.00 " " 10 " "  
10.00 " " 11.00 " " 15 " "  
11.30 " " 12.45 p.m. " " 15 " "  
12.45 p.m. to 1.15 " " 10 " "  
1.15 " " 1.45 " " 10 " "  
1.45 " " 2.15 " " 10 " "  
2.15 " " 3.00 " " 15 " "  
3.00 " " 3.10 " " 10 " "  
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11.00 a.m. to 11.45 p.m. Every Quarter-Hour.  
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7.30 a.m. to 10.30 a.m. Every 15 minutes.  
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11.30 " " 12.00 noon " " 15 " "  
12.00 noon to 1.00 p.m. " " 15 " "  
1.00 p.m. to 3.00 " " 15 " "  
3.00 " " 3.00 " " 10 " "  
3.00 " " 7.00 " " 15 " "  
7.00 " " 8.10 " " 10 " "  
**NIGHT CARS** on Week Days.  
**SATURDAYS.**  
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Water on Blocks at Spring Tide ... 35 " 34 " 44 " "  
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FAR EAST AND EUROPE IS STILL VIA THE  
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and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
Class	Time	Station	Time	Class	Time	Station	Time
1st	7.00	Shanghai	11.00	1st	7.00	Shanghai	11.00
2nd	7.10	Shanghai	11.10	2nd	7.10	Shanghai	11.10
3rd	7.20	Shanghai	11.20	3rd	7.20	Shanghai	11.20
4th	7.30	Shanghai	11.30	4th	7.30	Shanghai	11.30
5th	7.40	Shanghai	11.40	5th	7.40	Shanghai	11.40
6th	7.50	Shanghai	11.50	6th	7.50	Shanghai	11.50
7th	8.00	Shanghai	12.00	7th	8.00	Shanghai	12.00
8th	8.10	Shanghai	12.10	8th	8.10	Shanghai	12.10
9th	8.20	Shanghai	12.20	9th	8.20	Shanghai	12.20
10th	8.30	Shanghai	12.30	10th	8.30	Shanghai	12.30

\* Russian Train Time is 23 minutes faster than S.M.R. Time.  
The above fares do not include the Express Train Berth Fee.  
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun  
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### HONGKONG TO CANTON. CANTON TO HONGKONG

FRIDAY, 1st SEPTEMBER, 1916.  
8 a.m. HEUNGSHAN. 8 a.m. HOJAM.  
10 p.m. KINSHAN. 5 p.m. PATSHAN.

SATURDAY, 2nd SEPTEMBER, 1916.  
8 a.m. HOJAM. 8 a.m. HEUNGSHAN.  
10 p.m. HEUNGSHAN. 5 p.m. KINSHAN.

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Daily at 7.30 a.m.

### EXCURSION TO MACAO.

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FARES AS USUAL.

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Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
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INSPECTION INVITED



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WOLSELEY CHARLES' RENOWNED COMPANY,

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MERRY VAUDEVILLE ENTERTAINMENT

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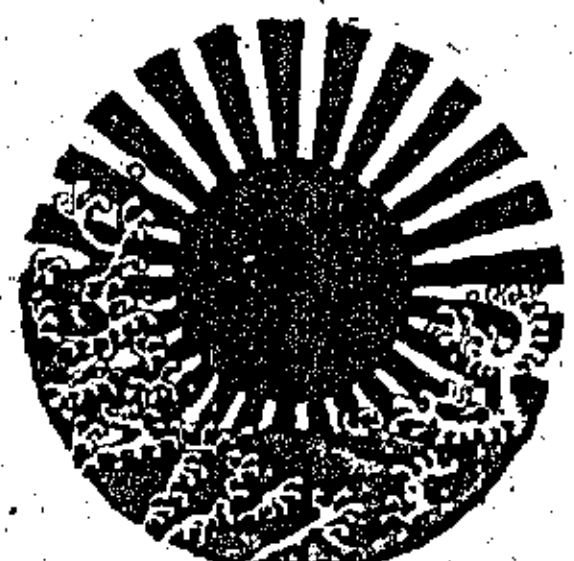
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Grand Prize of Honour  
Panama-Pacific International Exposition  
SAN FRANCISCO, 1915



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## CHINESE NEWS.

## AIR-SHIPS FOR CHINA.

In view of the active participation of the various kinds of airships in the European War, the General Staff has decided to establish five Aviation Schools, viz., at Wuchang, Canton, Nan-king, Haian and Mukden, in addition to the existing school at Sanyuan, Peking.

## BANK OF COMMUNICATIONS.

As only one National Bank is permissible in any country, the Government has decided to cancel the right of the Bank of Communications to act as agents for the National Treasury, and then fix a time to redeem its notes from the markets. The China Bank will be conducted as a common bank in China hereafter.

## TERRITORIAL DEVELOPMENT BANK.

In the case of the Territorial Development Bank of Shanghai many officials of the Ministry of Agriculture and Commerce are involved. Minister Ku Chung-hua has despatched an officer to Shanghai to make investigations. The bank is worth of the Han-Yeh-Ping Iron and Coal Company is reported to have been mortgaged by this Bank to foreign capitalists.

## PARLIAMENT DEMANDS A STATEMENT FROM THE PREMIER.

It is stated that Premier Tuan Chi-jui is preparing a vigorous reply to the interpellation of the House of Representatives respecting the situation in Kwangtung. The House demands the presence of the Premier in the House to explain the actual situation in Canton and to inform the House of the policy he has decided to adopt.

## TUCHUN OF KIANGSI'S PROPOSAL.

General Li Hsun, Tuchun of Kiangsi, has sent a telegram to the Central Government stating that as it has been impossible to decide whether Lung Chai-kwong or Tsen Chun-huan has been in the right, he has addressed a telegram to the latter, advising him to withdraw his troops sixty li from the war-zone in order to prove the sincerity of his desire for a peaceful settlement, and that should the former refuse to cease from hostility or to hand over his office to Lu Yung-ting on his arrival, the Central Government would at once take up measures to punish him. If Mr. Tsen agrees with the proposal, another one will be made to Lung Chai-kwong, asking him to withdraw his troops sixty li from the war zone. As soon as a reply is received General Li will telegraph again to the Central Government.

## NEW CHINESE SUBSIDIARY COINS.

The issue of the new subsidiary coins to replace those already in circulation appears to have met with a very favourable reception, and may be taken as another step by the new Administration towards the reform of currency. The new subsidiary coins, which have made their appearance in Tientsin, take the form of ten cent, twenty-cent, and fifty-cent pieces, which may be exchanged for the dollar—without premium or discount on the decimal system. It is the intention of the Government to enforce this system throughout the country, and the Mint in Tientsin has been instructed by the Government to continue minting these coins for the purpose. In the meantime, the first issue has taken place in Tientsin. Official Departments and mercantile organisations of the Republic have been notified that these coins are legal tender and shall circulate according to their face value. In connection with the above, the Chinese Chamber of Commerce at Tientsin will hold a special meeting on the 25th inst. to consider the circulation of these new subsidiary coins, because at the present moment, one silver dollar is equivalent to 11 ten-cent pieces. Hence, it is feared, there will be great inconvenience if the new subsidiary coins should circulate at their face value, without premium or discount.

## GAMBLING IN KWANGTUNG.

Eleven members of the National Assembly (says the *Peking Daily News*) have submitted the following Bill requesting the prohibition of gambling in Kwangtung province:

"For tens of years, the natives of Kwangtung have experienced the misery and woe caused by gambling, which is worse than 'deluge and wild beast.' At the end of the late Ching Dynasty, the natives of that province petitioned the Throne, which liberally abandoned the revenue of several million dollars levied on gamblers, and introduced a provision in the law prohibiting forever the revival of gambling in that province. This law was not respected by Lung Chai-kwong after his appointment as Chiangchun of the province, and he did not hesitate to bring misery upon the people if he only could extort money from them. In order to reintroduce gambling into the province, he made many excuses and gave better names to various kinds of gambling. At first he declared that the contributions were levied from gamblers for charity purposes, but afterwards he said that it was for the payment of troops. The military expenses for the province are not one-third of those of the late regime, but the money raised from gamblers is much more. Lung has done his worst to the people of Kwangtung, and being representatives of the people, we are bound by duty to approach the Central Government for them, with the hope that an order be issued immediately to Kwangtung for the prohibition of gambling of various descriptions."

## DR. SUN YAT-SEN ON LOCAL GOVERNMENT.

## TAXATION OF LAND VALUES ADVOCATED.

Dr. Sun Yat-sen recently delivered an oration in the Hangchow Assembly Hall, of which the local Correspondent of the *S. C. Daily News* gives the following translation: "I am very glad indeed to come to Hangchow and see you all once more, and I am extremely grateful for your welcome and for holding this meeting. Chikiang is considered the first province of South China, both as regards population and financially. Just now despotism has been overturned and the Republic has been set up anew, so in taking hold of this opportunity we must reform all the political affairs of Chikiang. If one province is reformed and well ruled, then all the others will imitate it, and regard it as a pattern, and so the entire nation will gradually become civilized. Being asked to speak on the problem of 'local government,' I must go along that line."

As to self-government, it is the foundation of a country, and, if the foundation is stable, the country is surely standing in the position of safety and incorruptibility. Both the Republics of the United States and France are considered the best in the world. China should imitate them."

Now we may mention one of the methods of 'local government.' Take the West Lake of Hangchow, for example, which is the best-known place in China. Suppose we can borrow one hundred million dollars from foreign countries to construct new roads and buildings, then the land that costs usually (say) one hundred dollars will rise in price to one thousand. By means of the interest received we can pay back the foreign loans and interest, and, moreover, we can obtain more income besides the said payments, because we can cover and above, collect land taxes from the owners. Each landowner should himself give a report as to how officials could make a record of it. If the land is said to cost one thousand dollars, then the owner should be taxed ten dollars, etc. But supposing the landowner thinks that he can decrease his tax by undervaluing his land, then the officials should purchase the land at his own valuation and make it public property. And if the landowner overestimates his land so that he may get a high price from others, then the official may tax him according to the price he has valued. Thus, the Government will not lose anything, whether the people overestimate or underestimate their land."

THE EXAMPLE OF SHANGHAI. However, if the people assess the price of their lands justly, then there will be no loss to them either in paying taxes or selling out their land. Those systems and items mentioned above with some others should be first of all enacted, passed and constituted, through the provincial assembly, so that they may be published and executed before long. Formerly, Shanghai was a lonely desert, but after the diverse repairs, the formation, and construction by the foreign traders, it grew to be an attractive place and the focus of commerce, until now it has become a model of municipal government to the whole of China. Also, Tientsin, Hankow, Hongkong, and some other ports have all well succeeded in imitating it one after another. Now, then, the West Lake of Hangchow is lovely with its natural beautiful scenery, but by the addition of constructive works, and human labour, roads, war power and factories, etc., it will become, I am sure, one of the famous places in the world, in a few years' time. As to the local government of other districts and places in this province, they will take the West Lake as their pattern. And it will be the same with other provinces; one will reform the other."

## SHIPPING NOTES.

## THE P. AND O. COMPANY.

The great prosperity of the P. and O. Company, says the *Pioneer*, is indicated in the letter addressed to the shareholders in the New Zealand Shipping Company, in regard to the proposal for the amalgamation of the two enterprises. This communication points out that the market value of the New Zealand ordinary shares of £10 is £21, and the market value of £10 of P. and O. deferred stock is about £22. The dividend on the New Zealand ordinary shares has recently been at the rate of 8 per cent., and the shareholders are reminded in the letter that the P. and O. Company's bonus and dividend on its deferred stock for the year ended the 30th September last aggregated 15 per cent. "We might add," says the *Times*, "that the distribution took the form of dividend of 10 per cent. and a bonus of 5 per cent., all tax free, and further, that the interim dividend declared in April last, for the half year was again 10 per cent. We then pointed out that if last year's practice is followed of paying the dividends in equal instalments, the distribution for the whole year will be 12 per cent. together with the bonus of 5 per cent." The P. and O. are obviously consolidating their position and their prospects seem to be exceptionally good. It is hoped that the clients of the Company in India may benefit before long from its increasing prosperity and financial strength by a reduction in the fares now ruling between this country and Europe."

## EFFECTIVE STEPS AGAINST MOSQUITOES.

In its comparative freedom from malaria the army in and around Salonika is reaping the fruits of the thorough steps taken by the medical service last spring to destroy the mosquitoes' breeding places. A map was prepared showing every rivulet, pool, and swamp. Some of the latter were very large, a mile or so long, but Greek labour was engaged and all of them were drained into running streams. Pools were filled up and anything that could not be filled or drained was thoroughly sprayed. Special malaria officers have been appointed to each division, who tour constantly about the divisional areas looking for any forgotten spot.

## THE GLORY OF FRANCE.

On July 14, 1914, M. Barrès led a pilgrimage of patriots to the statue of Strasbourg on the Place de la Concorde. "This is the last time," said he "that we come here; we meet next year at the Kießer statue in liberated Strasbourg."

That which we prayed might be an accomplished fact remains a hope, sure, though deferred. The League of Patriots will not assemble in liberated Strasbourg for another year at least. But the ultimate rendezvous is assured, and when the day comes Englishmen will mingle with Frenchmen to celebrate with due reverence a glorious victory.

And though we shall all rejoice when peace smiles once more upon the world, we would not have forgotten, we shall never forget, the glory of this year. Never was the national festival of France held under nobler auspices. It was for her to acclaim, as the President did honour to the fallen soldiers, the splendid heroism of Verdun. It is not for nothing that M. Barrès acclaimed the battle of Verdun, which has lasted many weary weeks, an achieved victory. The Germans hoped by a sudden stroke to forestall the united attack of the Allies. They threw their men in thousands against the impregnable defences of France and they threw them in vain. Nothing that happens now can rob the French of their triumph.

The taunts of our enemy, that the English refused to go to the help of Verdun, fell disregarded on the air. Neither French, nor English hastened by a day their wise and deliberate plan. Verdun held firm, and not only made possible the general advance on the western and eastern front, but by putting the initiative in our hands decided the progress of the campaign. Hitherto it has been in the Germans' power to direct the attack. Henceforth it is our turn to teach the battle where to rage, and the Allies will not shirk their duty.

## UNRESTING, UNHASTING.

The heroic resistance wherewith France has opposed all the efforts of the Germans to seize Verdun has shown us a side of the French character which at times has escaped us. We have always marvelled at the dash with which her troops have thrown themselves upon the foe. We have not given her credit enough for the dogged determination which has converted the grim assault upon Verdun into a bitter defeat of the hopes and ambitions of Germany. She has fought her battle without rest and without haste. She has not anticipated by a day the reasoned attack, long ago settled and arranged. And her quiet confidence has made Verdun the immortal glory of France.

The evil name that it won of old as an implacable dungeon is effaced for ever. As long as heroism and courage keep a place of respect in our hearts and brains, so long will Verdun be remembered as the fortress which saved the civilisation of Europe, so long will Vaux and Thiaumont and Donauwill be treasured as the symbols of France's patient and unbroken defence.

Yet in this stern defence there is no proof of a new spirit. France is to-day what she has always been—calm and resolute in danger. It pleased the Germans, unskilled always in the reading of human character, to pretend at the outset of the war that France was in decay. The wish easily fathers the thought. The poor blind spies whom Germany employed thought that the life of the boulevards, which they did not understand, was the life of France. The thrift and industry of the provinces were a closed page to them. The careful toil of thousands, sealed to the soil, found no place in their pedantic note-books. Knowing no history, save that which is doted to them by Statecraft professors, they knew not that quiet and tranquil mind which has always been inspired to heroism by lofty hopes and high ideals.

It was opportune that M. Barrès should have sung the praise of his country on the eve of France's day, at the very moment when she was preparing for the great festival of her year. No man has a better right than he to utter the cry, *Vive la France!* For many years he has worked to revive the ancient spirit of the Crusader, which still breathes in every Frenchman. For many years he has taught the sound lesson that energy lives not only in the capital, but in the provinces.

## PLUMES OF CHIVALRY.

By arousing the local patriotism of France he has taught her citizens what it means to defend their hearths against the invader. And when the hour of trial came, the French were ready. They were not the careless degenerates whom the poor fancy of the Germans painted. They proved themselves of the true breed, worthy descendants of the men who set sail with Saint Louis from Aigues Mortes to wrest the holy places from the infidel, who obeyed the call of Joan of Arc to drive the foe from their land, who fought for glory under the Great Monarch, and who shared Napoleon's pride in the eagles of France on many a hard-won field.

The French, moreover, in spite of their Government, cling piously to the past. Not even a passionate love of new ideas can make them forget the honoured traditions of their race. Though they live under a Republic, they still cherish the rules of chivalry. On July 31st, 1914, says M. Barrès, the young officers of St. Cyr swore that they would go into action and receive their baptism of fire in full dress with white gloves and plumed képis. They kept their oath and paid the price of their bravery and pride. It was magnificent, if it were not war, and gave a true presage of victory. Thus did the heroes of Fontenoy invite the enemy to fire first, and in the same spirit of knight-hood shall the French fight, let us hope, until the end of time.

And again says M. Barrès, "The French fight religiously." They take up arms, not merely to defeat the foe but to bring justice and beauty upon the earth. In defending France they defend their beliefs, their hopes, their arts. They know what is the hideous, devastating thing which the Germans call Kultur."

(Continued on next Column.)

## VOLUNTEER RESERVES.

## ORDERS BY MAJOR WAREMAN, O.C., H.K.V.R.

## DETAIL.

On duty till the morning of Sunday, 3rd September—"A" Co.  
Orderly Officer—Lieut. R. Hancock.  
On duty from the morning of Sunday, 3rd September, to Sunday, 10th September—"B" Co.  
Next for duty—"B" Co.

## PARADES FOR THE WEEK ENDING 9TH SEPTEMBER, 1916.

Monday, 4th Sept.—  
Recruits on the Cricket Ground under Drill Instructor Sergt. Oxberry at 5.15 p.m. Dress: Drill order.  
Signalling Section on the Cricket Ground under Instructor Sergt. E. V. Mitchellmore at 5.15 p.m. Dress: Clean fatigue.  
Machine-gun Section at Wellington Barracks under Instructor Sergt. Bowles at 5.30 p.m. Dress: Clean fatigue.

Tuesday, 5th Sept.—  
"A" Co. on the Cricket Ground at 5.30 p.m. Musketry Instruction. Dress: Drill order.  
Mounted Section on the Polo Ground at 5.30 p.m. under Instructor Q.M. Sergt. Tallor. Dress: Drill order.

Wednesday, 6th Sept.—  
Recruits on the Cricket Ground under Drill Instructor Sergt. Oxberry at 5.15 p.m. Dress: Drill order.  
"D" Co. at Volunteer Headquarters at 5.30 p.m. under C.S.M. Cooke.

Thursday, 7th Sept.—  
Recruits on the Cricket Ground under Drill Instructor Sergt. Oxberry at 5.15 p.m. Dress: Drill order.  
Machine-gun Section at Wellington Barracks under Instructor Sergt. Bowles at 5.30 p.m. Dress: Drill order.

Friday, 8th Sept.—  
"B" Co. on the Cricket Ground at 5.30 p.m. Musketry Instruction. Dress: Drill order.  
Signalling Section on the Cricket Ground at 5.15 p.m. under Instructor Sergt. E. V. Mitchellmore.

## RESIGNATION.

Private T. F. Hough has been permitted to resign on being appointed A. S. Police Reserve with effect from the 29th inst.

G. H. WAREMAN, Major, Commanding, H.K.V.R.

## HONGKONG POLICE RESERVE.

## BAND AND ORCHESTRA.

Practices for month of September, at 6 p.m.

Band.—Friday, September 1st; Friday, September 8th; Tuesday, September 12th; Friday, September 15th; Tuesday, September 19th; Tuesday, September 20th; Friday, September 29th.  
Orchestra.—Monday, September 11th; Thursday, September 21st; Monday, September 25th.

## NO. 2 COMPANY.

All ranks, excepting only medical exemptions, will fall under the O.C. Company at the Central Police Station at 9 p.m. on Tuesday, September 5th. Uniform, caps with covers, and rifles. The Band will attend.

## PARADES, CENTRAL STATION.

Monday, September 4th.—Men detailed from No. 2 Platoon, as per previous orders, 5.45 p.m.

Tuesday, September 5th.—Whole of No. 4 Company under Chief Inspector Ma-on and C. S. Major, 5.45 p.m.

LECTURES, HEADQUARTERS' CLUB, 5.30 P.M.

Monday, September 4th.—Government Analyst on "Chinese bombs and other explosives." Open to all Inspectors and Sergeants and Patrolmen of one year's service.

## DISCIPLINE AND ROUTINE.

All ranks, including Patrolmen, will attend at the Victoria Theatre at 5.40 p.m. punctually on Thursday, September 7th. Uniform, with helmets, or caps, but without rifles.

First Shift Patrolmen will proceed to their Stations at the conclusion of the Lecture which will be delivered on this occasion. Second Shift Patrolmen will report for duty as usual.

Medical exemptions only may absent themselves.

Men will report to their Section, etc., Commanders outside the Theatre.

All Roll Books to be handed to the Sergeant-Major at 5.45 p.m.

F. C. JENKIN, D.S.P. (H.)

and they are determined that it shall never take root in French soil. When they have won, they will have saved their country from a deadly peril. If they die, they die the death of martyrs, and with a martyr's serenity they meet their fate."

In vain have the Germans tried to understand. They believed the French to be gay and careless, and they did not know that gaiety, a stranger to themselves, is a form of courage. What, indeed, is gaiety but the art of life truly interpreted? They are not afraid of death who have loved life. Should they not be ready to depart who have not spurned the great gifts of God?

Only the starveling soul, for whom all things are drab, shrinks from the strife and the sacrifice, inventing reasons why he should not fight of his country and vaunting his cowardice for a virtue. But the French are calmly gay, even on the battlefield, and we are confident, therefore, that, in the single revolution of a year, we shall celebrate the national festival of France without a German left upon French soil, and with the League of Patriots reverently assembled in liberated Strasbourg.—AN ENGLISHMAN (in the *Daily Mail*).



## PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, August 23rd.  
CABINET CONSTRUCTION.

The intriguing against the Tuan Chi-Jui Cabinet has so far come to nought. The Premier has been almost unanimously approved by Parliament, a proceeding which is practically equivalent to a vote of confidence in the President. But several of the other Ministers may not find Parliament so complacent. Chief among these are Hsu Shih Ying, the Minister of Communications; and Ku Chung Hsin, the Minister of Agriculture and Commerce. The former is working hard "to please the members of Parliament," and is entertaining lavishly in addition to finding positions for his Ministry. The latter, also, attempted a scheme of "re-organisation," but probably contracted "cold feet" when he learned of the undesirable publicity given to the "retrenchment" policy conducted by his colleague of the Communications Department. He is now credited with creating new bureaux, and in this way making positions for friends.

Interesting in this connection is the report that Tang Shao Yi is at length coming to Peking to take up the portfolio of the Ministry of Foreign Affairs. He has been extraordinarily coy and cautious for an ardent patriot.

Both Houses of Parliament have actually transacted a certain amount of business during the past three sessions, but it was noteworthy that this virtuous performance was forced upon members to some degree, as precautions were taken at the commencement of balloting to close the doors and so prevent bored gentlemen from seeking more entertaining company. As you know, it is difficult to corner a Chinese. Numbers of honourable members saved the situation for themselves by going to sleep in their places!

## THE FINANCIAL SITUATION.

The financial situation in the capital has been somewhat worsened by the rather stupid action of several members of Parliament giving notice of their intention to introduce a bill for the purpose of liquidating the Bank of Communications. Had they possessed any political presence of commercial sagacity they could have foreseen the effect of such a proposition, but, apparently, they are blinded by party and personal prejudice. At any rate, the inevitable happened. There was an immediate slump in the notes of the Bank of Communications, and this reacted even upon those of the Bank of China, with the result that the bank exchange shops were besieged by crowds who had to be regulated by police. Some merchants and money-changers refused to accept the notes at any price. Though the bill was promptly rejected the harm it has created will be felt for some time.

Though Mr. Hillier, the agent of the Hongkong and Shanghai Bank, Mr. Odagiri, the adviser of the Yokohama Specie Bank, and Mr. de Hoyer, the representative of the Russo-Asiatic Bank, have all returned about the same time to the capital, there is no particular significance to be attached thereto. They have come back from vacation leave. A correspondent to a local newspaper, however, sees something sinister in the event, for after pointing out the returns in detail he remarks, "God help China." Of course, certain conversations between the representatives of the Government and of the Banks are proceeding, but there is nothing to indicate that any loan is near completion.

## CHINA AND JAPAN.

The Japanese version of the Chen Chia Tung affair was given me the other day in the Japanese Legation. Perhaps the most interesting statement therein was that the Chinese magistrate was not detained, as was so freely asserted by the Chinese Press. The origin of the trouble was a very trifling dispute, and there is a disposition on both sides to settle the matter amicably. Meanwhile the Tokyo Government have ordered the Japanese Consul at Kirin to make investigations. At the scene of the fracas, the Wai-chaiou have detailed an official to proceed there, also to conduct inquiries.

Baron Hayashi, the new Japanese Minister, seems already to have created a favourable impression. He was received by the President on Saturday morning, when he presented his credentials, and since then he has been busy calling upon Chinese Ministers and leading officials and also upon the Foreign Ministers here.

(Continued on next Column.)

## CORRESPONDENCE.

## MOTOR TRAFFIC.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—As the number of motor-cars and cycles is daily increasing, some additional restrictions ought to be made regarding their free traffic.

I think their terminus in Queen's Road Central should be up to the corner of Arsenal Street and not further, following down to the Praya East, and no traffic should be allowed in Wanchai District at all where, owing to the narrow street with the crowded population, the traffic becomes a great obstruction to the passers-by, not to say of the dangers that may arise.

They can easily drive from Arsenal Street down to the Praya East and vice versa, instead of driving in Queen's Road East and Wanchai Road, where, as I said, the streets are awfully narrow and densely crowded.

I hope the authorities will look into this important suggestion for the safety of the people in the district mentioned.—Yours faithfully,

A. RESIDENT.

Hongkong, 31st August, 1916.

## HONGKONG MAGISTRACY.

## FOUR MONTHS FOR FALSE PRETENCES.

Mr. J. R. Wood gave his decision yesterday in the case in which a Chinese was charged with obtaining money by false pretences. The case was one in which the plaintiff was promised by the defendant a berth as a comprador on the s.s. *Nord*, a sum of money being handed over in consideration for the post. It was later discovered that the ship had not been into Hongkong for many years, and that the defendant had no opportunity of providing such a berth.

Mr. Wood said he had decided to convict, but, at the same time, he accepted Mr. Mason's suggestion that another man was more guilty than the defendant. As the defendant had been in gaol since July 27th, he would only pass sentence of four months' hard labour.

## THE BRITISH LEGATION.

In a few months the personnel of the British Legation will be almost completely changed. Sir John Jordan leaves for home in about two months' time. Mr. R. Macleay, the Councillor, will proceed homewards on the 6th prox. Mr. Jameson, the Vice-Consul, is due to leave shortly, and other changes are on the tapis, while, as I mentioned last week, Captain Hankin, the commandant of the Legation Guard, is under orders to proceed to India.

In this connection I should mention several changes and transfers affecting the Peking British Volunteers. Lieutenant Cotton, who has done so much to keep the company together, is being transferred from Peking, as also is Corporal Nixon, both men belonging to the Postal service, while Corporal C. W. Bernard, the superintendent of the Eastern Telegraph Extension, who is being transferred to Sydney, will be missed greatly in the corps, as he was a painstaking non-commissioned officer. Corporal Jameson, referred to in the preceding paragraph, will be difficult to replace in command of the machine-gun section.

The new howitzer section is working hard these days to become efficient under Volunteer Holland, pending the arrival of an instructor from Hongkong.

## MISCELLANEOUS.

The foreign community has been deeply moved by the deaths of two British children. The first, that of the six-year-old son of Mr. A. E. Henning, of Messrs. William Forbes & Co., took place at Peitaiho, and the second, the seven-year-old daughter of Mr. R. W. Munro Smith, occurred in Peking. The summer has been marked by an unusual degree of sickness among children, and Peitaiho is crowded with young people suffering from whooping cough and other complaints of more virulent type.

There is no doubt that we have passed the period of extreme heat. Last week a cool northerly breeze set in, and since then we have had cool nights and comfortable days, the thermometer never recording any heat greater than 85. Next month the weather here should be delightful.

American tourists are very conspicuous, including a millionaire and his wife. On dress occasions, such as the Saturday evening dance in the Hotel Des Wagons Litts, there have been displays of diamonds representing hundreds of thousands of dollars.

THE SIZE OF THE GOLF-HOLE.  
AN OLD DISCUSSION REVIVED.

[BY HORACE HUTCHINSON.]

It has occurred to certain revolutionary minds to resuscitate a discussion, which we had thought to be dead and buried, on the point of the really ideal size for the golfing hole. As by law established, the present diameter of that hole is 4½ in. To that small orifice we have to commit the ball eighteen times in a normal round of golf, and in the process of that committal, which is commonly called putting, we occupy, on a moderate and rather flattering computation, two strokes on each of the eighteen greens—that is to say, thirty-six in all. And, seeing that it is possible, and not unusual, to go the entire round in an average of little over four strokes a hole, it is argued, and with some plausibility, that to occupy one-half of the strokes over the least heroic of all the business of the game is a sign of a defective sense of proportion. More value, it is urged, should be given in the final account to the great strokes, and not so large a value to the small; and the mode in which this more just proportion may most easily be arrived at is by increasing the size of the hole, so that 27 strokes, let us say, shall be the aggregate of those played with the putter instead of 36, the contention being that a good scratch player may be likely, with the enlarged hole, to require one putt only on half the greens, allowing him as before, two on each of the others.

## DEGREE OF ENLARGEMENT.

In regard to the degree of the enlargement that would be necessary to produce this result—namely, to reduce by nine the strokes that a good scratch player, in fairly good form, would take on the green—that is rather a nice question which no one seems even to pretend to have worked out to its solution. It stands over for future trial. Golfers are most conservative of all keepers of the traditions, and it is their amiable weakness to imagine things as they find them to be sanctified by a far longer tradition and usage than has actually been their portion. The strict definition of the size of the hole is in itself a modern ordinance, and we find hole-cutters of different sizes in use on different links, and, of inevitable consequence, holes of different size. Nobody objected, and in point of fact there is much to be said for a certain local licence in this particular. A hole of 4½ inches is a tolerable target for our aim on a true green, where we can rely, within an inch or so, on the run of the ball in a six-foot putt.

Once we have started a ball, on such a green as this, with a certain force and on a certain line, we know within six or a longish range of six inches and a latitude of two or three, where that ball will come to rest, but if the green be at all rough and unkempt, as we see many on some little-tended courses to-day, there is nothing like the same certainty in regard to the ultimate resting-place of a ball similarly started with a given velocity and direction. There are so many possible arresting or diverting kicks that, whereas on the true green you could foretell the result within inches, you can on the rough green predict it scarcely more slowly than by the measure of the same number of feet. Possibly that is an extreme statement of the difference, but not vastly extravagant. And if we can only succeed (which we never can) in freeing our eyes from the blinding of tradition, and take an unimpeded view of the case, we must realize that it would be only equitable, and a means of assimilating the putting on the rough green to the putting on the smooth, if we were to make the size of the hole bear some ratio to the condition of the green. Let us say, for example, that a very reasonable measure and comparison, that we might foretell the ultimate destination of a putt on a smooth green and within six only on the other; it would then appear that, to assimilate the different conditions, the hole on the rough green should be to the hole on the smooth in the ratio of six to two—that is to say, three times as large. No doubt; thus stated, the proposition appears an enormous one. A hole of more than a foot wide—this, it is manifest, is what arithmetic brings us to—seems to be quite out of the putting picture, and yet, if we could but bring ourselves to regard it without prejudice, we should be obliged to see that it was, in the conditions, the size of hole required to make the game analogous to golf played with a 4½ inch hole on a green in no more than its normal state of imperfection.

## THE ELEMENT OF TIME.

All this, that we have just been discussing, is of course quite another story from the question whether the game would be bettered by a more liberal size of hole on the greens which have been kept at the fine pitch required by modern golfers and made possible by the modern science of green-keeping. Justification, if to be found at all, for any such contention as this, has to be sought in rather a different line of argument. The plea for it is really rather powerful. Unquestionably it would tend to relieve congestion, for a larger hole would mean that not so many strokes were needed for persuading the ball to enter it. Reduction of strokes in itself would mean reducing the time occupied in the game. But it is precisely those strokes in which the greatest length of time is consumed—possibly is wasted—that would in part be eliminated. The study of the putt is the business that keeps back the green more than any of the driving and approaching, which certainly demand more muscle and appear to demand less mind. If we were so to increase the circumference of the hole and to diminish by one-half the putts and their occasions, for study, we should surely speed up the pace of the green very materially. It is a strong point in favour of the proposed revolution, rather stronger than some of the arguments which are advanced in opposition.

(Continued on next Column.)

JAPAN'S CHEMICAL INDUSTRY.  
FUTURE OF BOUNTY-FED CONCERNS.

As a result of the approval given in the last session of the Diet for the subsidizing of concerns engaged in the manufacture of dye stuffs, a company entitled the Japan Dye Manufacturing Company was established, but owing to a lack of accord between the Government and the concern regarding the interpretation of the law granting a subsidy of 3 per cent. on the paid-up capital of the company, even the building of the proposed factory has not yet been commenced.

Writing with reference to this subject, the *Asahi* says that the scheme was entered into rather light-heartedly without a careful consideration being given to the great difficulties to be overcome in order to make the industry a success. Doubts have been expressed by many people whether Japan's skill and experience in this particular industry will be equal to producing dyes of sufficiently good quality at a reasonable price as to enable them to compete successfully with German goods after the conclusion of the war. The shareholders of the new concern, however, were too busy in discussing the distribution of profits to give their attention to the future possibilities of the industry. In such circumstances, it must be admitted, the future outlook of the concern is by no means reassuring.

In Great Britain, continues the *Asahi*, soon after the outbreak of hostilities, a proposal was introduced in Parliament for the establishment of a dye manufacturing company on a gigantic scale, but the proposal was rejected. Last year another proposal was mooted in Great Britain for the starting of a dye factory with a capital of £2,000,000, but the British capitalists accorded a cold reception to the scheme, as they were not sure of the degree of success that the proposed industry offered and thought that there was no occasion for a display of nervous patriotism. (The firm known as British Dyes, Ltd., is in operation, though no special references to its work now appear in the Press.) In the United States, which, like Japan, has in the past depended upon Germany for the greater part of its dye-stuffs, different views have been expressed regarding the manufacture of dye and chemicals, the consensus of public opinion apparently being that, although the country can easily imitate Germany in the manufacture of dye-stuffs, it can hardly be expected to compete successfully with Germany after the termination of the war. The United States, therefore, has decided not to start the dye industry, but to devote her attention to the manufacture of machinery.

Despite the attitude of other countries, however, Japanese capitalists light-heartedly decided upon the establishment of a dye manufacturing concern, no doubt allured by the fact of the 3 per cent. subsidy for 10 years offered by the Government. Although a careful consideration of the situation shows that the future of the new concern is anything but promising.

## WORKING FAMILY EARNING £1,000 A YEAR.

Addressing the members of the Rochdale Town Council on the proposals of the War Savings Committee, Mr. A. W. Marshall, M.P. for Wakefield, said the increased wages paid to the workers had more than covered the increased cost of living, dealing with the family as a unit. Since the outbreak of war the cost of living had increased 47 per cent., and the rate of wages individually had not increased to the same extent, but if they dealt with people as families they would find they were earning very much more collectively than they were before the war. A case had come under his own observation at Sheffield, where a family of working people, comprising a father, two sons, and three daughters, were, on their own admission, earning £1,000 a year. The desire of the Government was that some portion of these increased earnings should be invested with the Government to help them in this great struggle, and also to assist the workers themselves in the bad times which were certain to follow the war.

## PUTTING.

One critic observes that it would, after all, make no practical difference, because the man who was a bad putter at a small hole would be no less a bad putter at a large hole. Whereas to-day a good putter has the advantage of holing the 3ft. putts while the bad putter is missing them, so, under the proposed dispensation, would the good putter still put the other, holing 3ft. putts against his missing them. They would all go up a grade, as it were, in the scale of putting, but since all would go together their relative abilities would remain unaltered. As between their putting powers that is just criticism, but as between their general golfing powers it is not exact, because a reduction of the number of putting strokes implies a reduction in the advantage that one man has over another by virtue of better putting. And that is actually another point which the advocates of the alteration press in its favour: they deem that the game would be improved if putting had rather less value as compared with the greater strokes, and the obvious mode of decreasing its value is to enlarge the hole, and so reduce the stroke played on the putting-green. There is thus much logic on the side of this revolution, but opposed to it is that which is stronger than much logic—the devotion of the golfer for the game as he has learnt to love it, his scepticism that any change in its conditions can better that which is so good.—*Westminster Gazette*.

## INTIMATIONS

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BLACK AND BROWN WALKING BOOTS. STOCKED IN HALF SIZES AND ALL FITTINGS.

EVERY PAIR GUARANTEED.

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[1016]

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### FITTED WITH THE NEW COAT SLEEVE.

Thus ensuring the proper setting of the Cuff.

### Wm. POWELL, Ltd.

[1077]







# THE WAR.

## ROUMANIANS OCCUPY ENEMY POSITIONS.

### RUSSIAN TROOPS IN ROUMANIA.

### TURKEY DECLARES WAR ON ROUMANIA.

### RUMOURED FLIGHT OF KING CONSTANTINE

#### FRANCO-BELGIAN FRONT.

#### BAD WEATHER CONTINUES. MINOR OPERATIONS ONLY.

LONDON, August 30th.  
General Sir Douglas Haig, in a communique, says:—We have engaged in minor operations only. The bad weather continues.

Half-hearted enemy attempts to advance in the vicinity of Guillemont, were easily frustrated.

Detachments of our troops reconnoitred what remained of Mequet Farm and returned.

We carried out a successful raid near Neuville St. Vaast, inflicting casualties and taking prisoners. We sustained no loss.

#### MUTUAL ARTILLERY ACTIVITY.

LONDON, August 31st.  
A later communique states:—Between the Aisne and the Somme there was artillery activity on both sides.

#### PRISONERS CAPTURED.

The weather continues adverse. We extended our lines south of Martinpuich across a small salient, capturing prisoners, the number of whom have not yet been counted.

Thirty-eight other prisoners were captured in minor operations during the day.

#### FRENCH FRONTS.

#### INCLEMENT WEATHER.

PARIS, August 31st.  
A communique states:—There has been moderate activity.

Bad weather continues to interfere with the operations.

#### PROGRESS NEAR FLEURY.

PARIS, August 30th.  
A communique states:—We have progressed east of Fleury.

#### RUSSIAN FRONT.

#### RUSSIANS NEARING BITLIS.

PETROGRAD, August 30th.  
The Russians are now within six miles of Bitlis.

#### VILLAGE CAPTURED.

A communique states:—We captured the village of Rafailov, west of Nadorna and the Pankor Mountain, on the Hungarian border.

#### TURKS RETIRE.

The Turks south of Ninrodzhal retired near the Bitlis Pass.

The enemy in the direction of Mosul was dispersed, abandoning arms, ammunition and prisoners.

#### THE NEAR EAST.

#### EGYPTIAN CAMPAIGN.

#### ENEMY CAMELRY DRIVEN OFF.

LONDON, August 30th.  
General Murray reports:—Enemy camelry, attempting to approach Bir-el-Bayad, were driven off by our patrols and pursued six miles.

#### TURKEY DECLARES WAR ON ROUMANIA.

LONDON, August 31st.  
Turkey has declared war on Roumania.

AMSTERDAM, August 31st.  
A telegram from Constantinople shows that Germany and Bulgaria are associated with Turkey in declaring war on Roumania.

#### THE BALKANS.

#### ROUMANIA'S FIRST VICTORY. POSITIONS AND PRISONERS CAPTURED.

BUCHAREST, August 30th.  
An official communique states:—Our troops have crossed the Austro-Hungarian frontier, and after a lively action have occupied several dominating positions, especially near Brasso, where the main railroad crosses the frontier.

We have captured 741 prisoners. Our artillery silenced the Austrian monitor batteries on the Danube.

#### AIR RAID ON BUCHAREST.

A communique states that a Zeppelin and aeroplane bombed Bucharest. No damage was sustained. The raiders were driven off by artillery.

Enemy aeroplanes bombed Balchic and Neamt, without inflicting damage.

#### ROUMANIA POSSESSES PASSES.

LONDON, August 31st.  
It is stated in Rome that the Roumanians are already in possession of all the passes leading to Transylvania and the Province of Banat.

#### SALONIKA OPERATIONS.

#### ALLIES STILL PROGRESSING.

LONDON, August 30th.  
A French Salonika communique states:—We bombarded the enemy's organisations on the Struma and in the region of Lake Doiran.

We progressed west of the Vardar and in the neighbourhood of Jumnica.

There was violent artillery fire in the Veretnik and Ostrovo sectors.

A Bulgarian attack west of Ostrovo Lake was repulsed, with serious enemy losses, by Serbian artillery.

#### SUCCESSFUL AIR ATTACK.

The enemy shelled Kopriva Bridge over the Struma. We retaliated and silenced the enemy batteries.

Our aeroplanes bombed Drama station and troops and transports at Borna with apparent success.

#### ROUMANIA'S ENTRY INTO THE WAR.

#### PROFOUND IMPRESSION IN GREECE.

ATHENS, August 30th.  
Four Entente Ministers have visited M. Zaimis, the ex-Prime Minister.

The news of the entry of Roumania into the war has created a profound impression.

Re-mobilisation of the Army and re-constitution of the Cabinet on a national basis, with M. Venizelos as a member, is being considered.

#### ENTHUSIASM IN FRANCE.

PARIS, August 31st.  
Roumania's intervention has been celebrated in the French trenches most enthusiastically, the officers and men embracing. There were double rations and wine, and entertainments in the evening.

The French airmen delivered the news broadcast to the enemy.

#### RUSSIAN TROOPS IN ROUMANIA.

PETROGRAD, August 30th.  
It is stated here that it may be assumed that Russian troops are now well into Roumania.

#### RUSSIAN TROOPS WELCOMED.

PETROGRAD, August 31st.  
The Russian troops entering Roumania are being received everywhere with enthusiasm.

#### INVASION OF HUNGARY.

LONDON, August 31st.

That the Roumanians are well inside Hungary appears by the admissions revealed in an Austrian communique, which states:—We repulsed repeated Roumanian attacks on the heights north-east of Orsova. Otherwise our advanced troops having withdrawn according to a plan, the enemy will boast of the occupation of Petroseny, Brasso, and Kozdivaserhely. The Roumanians farther north reached the Gyorgyo mountains.

#### NAVAL ACTIVITIES.

#### NORWEGIAN STEAMERS SUNK.

LONDON, August 31st.

The Norwegian steamers *Isidra* and *Renteria* have been sunk.

#### GENERAL.

#### FLIGHT OF KING CONSTANTINE.

LONDON, August 31st.

Mr. Ward Price, the well-known correspondent, in a message from Salonika, states it is rumoured that King Constantine has fled to Larissa, where a German escort of 300 Uhlans is awaiting him.

#### ALLIES FIGHTING THE GREEK ARMY.

Another unconfirmed and probably imaginative report is that the Allied Army is fighting the Greek Army at the King's country house at Tatoi, and that several Greek Princes have fallen.

#### NEW PERSIAN CABINET.

PETROGRAD, August 31st.

A new pro-Entente Persian Cabinet has been formed.

Vossou-ed-Dowleh has been appointed Premier and Minister of Foreign Affairs.

#### AUSTRALIA AND COMPULSION.

#### GOVERNMENT PROPOSES REFERENDUM.

MELBOURNE, August 30th.

The Government proposes a Referendum on the question of Compulsion.

#### A MONTH'S GRACE.

MELBOURNE, August 30th.

In the House of Representatives Mr. Hughes, the Premier, announced that, pending the Referendum, if the enlistments were insufficient within a month a Proclamation would be issued calling up single men with no dependents.

The Government would not hesitate to compel others to sacrifice their wealth.

The Premier asked for a joint session of both Houses to-morrow.

#### RECRUITING BOOM IN SYDNEY.

SYDNEY, August 31st.

There has been a recruiting boom in Sydney, 693 men having volunteered in three days.

#### NEW ZEALAND AND CONSCRIPTION.

WELLINGTON, August 31st.

Hon. Mr. J. Allen, Minister for Defence, declares that conscription hitherto has been unnecessary, as there have been abundant voluntary enlistments.

#### TIDAL WAVE AT SAN DOMINGO.

#### AMERICAN CRUISER WRECKED.

NEW YORK, August 30th.

As the result of a tidal wave at San Domingo, the American cruiser *Memphis* (formerly *Tennessee*) was thrown upon the rocks in the outer harbour, and became a total wreck.

Twenty of the crew were drowned.

#### OLD-AGE PENSIONS.

LONDON, August 31st.

The Government has decided to increase the old-age pensions by half-a-crown weekly in cases of hardship due to the war conditions.

#### SECRETARY FOR WAR INDISPOSED.

LONDON, August 31st.

Mr. Lloyd George, Secretary for War, is slightly indisposed.

#### BULGARIA'S PLAN IN EVENT OF DEFEAT.

LONDON, August 31st.

Dr. E. J. Dillon, the well-known correspondent to the London *Telegraph*, telegraphing from Acqui, in Italy, states that a Bulgarian plan in the event of defeat is already prepared. The Russophiles will make overtures to the Entente to depose King Ferdinand and proclaim Prince Boris King, on condition that the Serbian Macedonia Enosis-Midia line will be accorded Bulgaria.

#### APPRECIATION OF THE ROUBLE.

LONDON, August 31st.

The Rouble has greatly appreciated in London, where Petrograd exchange had fallen from 155 to 135 in the course of a week. This is attributed to Roumania's intervention, American buying and the impending flotation of a Russian Railway Loan of 350,000,000 roubles.

#### FRENCH EXCHANGE.

Simultaneously the French exchange has improved.

#### DEPRECIATION OF THE MARK.

The German Mark, after a period of stagnation, has depreciated. This is hardly propitious for the impending German War Loan.

#### DIPLOMATIC CHANGE.

LONDON, August 31st.

Sir Horace Rumbold, P.C., G.C.B., K.C.M.G., succeeds Mr. Evelyn Mountstuart Grant-Duff, C.M.G., as British Envoy to the Swiss Confederation.

#### HONOURS.

Mr. Evelyn Mountstuart Grant-Duff, C.M.G., and Mr. Algernon Law, C.B., have received the Order of K.C.M.G.

#### BYE-ELECTION.

Mr. A. K. Loyd, K.C., the Coalitionist candidate, has been returned unopposed for Abingdon.

#### WAR NEWS.

#### THE GERMAN SUBMARINE LINER BREMEN.

A telegram dated Amsterdam, July 2nd, says:—The German submarine liner *Bremen*, sister ship of the *Deutschland*, according to reports here, is on her way to a Brazilian port, presumably Rio de Janeiro, carrying a precious cargo of millions (sic) of marks in gold, part of which is to be in payment of the long-standing account of German merchants with Brazilian coffee traders, while the remainder is to be used in an extensive publicity campaign in behalf of the German cause to be carried on throughout South America.

#### GERMAN SALORS' SENTENCE FOR ENDANGERING DUTCH NEUTRALITY.

A Hague message states that reports from Batavia confirm the sentences passed by the Supreme Court of Justice of the Dutch Indies on two German sailors of a year's imprisonment for endangering Dutch neutrality. The two sailors were stationed on the Hamburg-America liner *Preussen*, interned in Sabang harbour, Island of Sumatra, and they had established on the ship a secret wireless station through which they communicated to the raider *Emden* and indicated ships to be sunk. They helped the raider to escape the British cruisers which were hunting her. There is no appeal from this judgment. The German Government having petitioned the Dutch Government for their release, the documents concerning the trial are now being considered by the Netherlands Indies Council of Justice, says the *Gazette de Hollande*.

#### A STRIKING PARALLEL.

In the summer of 1813 the armies of the European Powers who had combined to crush the domination of Napoleon were converging on the last armies of the Emperor in Saxony. In the autumn the converging armies closed like a vice at Leipzig. That was the end of the great Emperor's attempt at "welterwirtschaft."

To-day neutral countries throughout Europe are asking whether the situation is parallel. The Central Powers are held by a continuous line from the North Sea, where the Belgian army holds guard, to the Alps, where the Italians are attacking. The line is continued from here to Salonika by sea but the grip is not less effective than on land.

East of Salonika the Central Powers have a corridor of communication with Asia through Constantinople, but this corridor stops short on the plains of Mesopotamia, where the English army holds the approach to the sea. The eastern wall of the corridor is formed by the long Russian line beginning in Armenia, which is now wholly Russian, since the capture of the last great Turkish fortress of Erzingan.

The line continues along the Austrian German frontiers to the Baltic. There is only one gap in the line. Roumania held that gap and all Europe was asking when Roumania would abandon neutrality and join the Allies. The gap is now closed. Roumania has fulfilled her destiny, and a dole against the Central Powers, a step which must undoubtedly hasten the final closing of the vice.

#### THE GERMAN FLIGHT.

#### UNCENSORED STORIES OF THE FIGHT FOR DAILY BREAD.

With her Press and Parliament stifled, her police ready to pounce at the first protest, her censors putting out their own to shame in severity, Germany of to-day must needs be a *terra incognita* to the nations that invest her.

Truth will out, however, under the most tyrannical of officialdom. Sometimes the veil is lifted for a moment in the Reichstag itself. Often credible neutrals throw a lurid light on Germany's sufferings in the catastrophe she has wrought, but it is left to the pen of the soldier in the field and his loving ones at home to paint the real agony of our enemy.

It there were only a score or two of these letters speaking of the despair, the disillusionment of their writers they might be fabricated by a clever enemy to buoy us up here with baseless hopes. But these letters are found by the hundred on the bodies of fallen Germans or in the pockets of prisoners, ready to be posted after the battle which for many was their last. Therefore they are uncensored, and moreover, the letters written from home to soldiers in the field, in many cases to be granted special immunity by the blacking-out official. Read in bulk these letters form the most valuable symposium at present obtainable of the true situation in Germany and of the intelligent German view.

Writing in the *Revue des Deux Mondes*, M. Louis Madelin passes in review a collection of these German letters and diaries starting by the sincerity of their revelations. Passages from these and other letters are quoted below:—

#### CRY FOR FOOD.

The following letter, dated May 14th last, from Leipzig, was found upon a German airman captured on June 1st:—

Last Saturday evening there were serious riots, and the people did much execution at Lindau, Plagitz, Deutsch and Kleinschachor. In the Frankfurterstrasse they broke the windows of three shops and ransacked them. They assembled in thousands shouting and yelling. Two hundred police, mounted and on foot, found themselves helpless. The crowd seized the bridges of the horses and prevented them from moving. At Deutsch a chocolate shop was taken by storm.

Early this morning they started four breaking windows until about four o'clock. Xhians arrived with their lances and infantry with fixed bayonets.

The writer does not say what happened after the troops arrived, but he concludes on a pathetic note. "The potato allowance per week has just been cut down from 7 to 5 lbs a head."

There is abundant evidence of these food riots which are never mentioned in the German Press.

#### HOME LAMENTATIONS.

Imagine the feelings of a British Tommy fighting out there in the trenches, facing death every hour and suffering indescribable discomfort, if he received a letter from his loved ones at home telling him that they knew not where to turn for their daily bread. But such laments, that bear on them by their very crudity the stamp of truth, are frequent in these pathetic messages to German soldiers.

"A woman's despairing cry last March from Linden (Hünover) to her husband:—

"I can't continue this life any longer—can't keep up this fight for daily bread."

The same month a Berliner writes:—

"There is no more butter, sugar, coffee. Pork has completely disappeared for some time, and potatoes, now the staple food of the working classes, are becoming delicate and the price is rising in a colossal manner."

Another Berliner discourses dolefully on the prohibitive price of the Prager-wurst and the sausage genus generally.

Savelays are (he writes) as tough as dry bread, for there is no grease to put on them, and they cost a mark 50 (4s. 6d.) a pound. In the minced liver sausage there is nothing but oatmeal and bread-crumbs, and it won't keep more than a day.

You are forbidden to make any other sort of sausage. What we used to call Thüringer, or butchers' sausages, now consist of gristle.

Tallow, which they used to throw at you, costs 5 marks 50 (5s. 6d.) a pound, and anything else which can be bought is horribly dear and exists for the rich only. At the margarine depot women take their stand at three in the morning, always under the surveillance of the police. A heaping can make a round of Berlin to get 1 lb. of sugar. We shall probably have cards for that soon.

#### DOG SOUP.

From Wilhelmshafen (Westphalia) comes the complaint that people are stealing dogs with which to make soup.

"It is terrible," said a letter from Halle in April, "to have nothing to eat but slices of bread with 'compote' and marmalade." In fact, there seems to be a plethora of marmalade in Germany, and one letter suggests that a regiment threatened to mutiny because marmalade comprised their staple of nourishment.

We find that even Essen, the Krupp stronghold, is unable to escape the common lot. "We shall soon be able to institute a Famine Committee," wrote a philosopher on April 16th, for you can't get anything for your money." A Dusseldorfer wrote next day:—"If the war lasts much longer we shall die of hunger."

Some more extracts:—At Dortmund yesterday a woman asked for more relief as her husband is at the front, and she has not enough for her six children. As they would not give her any more she struck the Commissary of Police. He killed her. Then there was an assembly of women and in the evening mounted troops dispersed them. If the police had ventured out they would have been lynched. There is an unparalleled excitement here and also at Dortmund and Cologne and the surrounding district.

Königsberg, May 4th.—There is nothing more to eat. At Königsberg you can get neither butter, nor meat, nor bread, nor flour, nor anything.

#### BATHEE'S SOBBE VIEW.

We read of another riot at Breslau, of bitter complaints against "speculators who are causing famine more surely than the Central Powers."

(Continued on next Column.)

#### THE SMUGGLERS.

#### FOOD FOR GERMANY.

The Germans have organised the smuggling trade out of Holland with their usual thoroughness. It is true that the total amount of contraband which gets out of Holland by means of smuggling is possibly not sufficient in the course of a year to affect the duration of the war by a fortnight (I believe that that is a recognised calculation), but the one fortnight means thousands of lives as well as many millions of money.

Therefore, the light-hearted way in which the smuggling business is obviously regarded by some Dutch authorities (not all) is by no means justified from the point of view of the Allies. And the Allies have evidently made their point of view understood, for I learn that the Dutch Government has recently appointed yet another thousand *maréchaussées* (a kind of special police), in addition to the two thousand who were appointed some weeks ago.

From a frontier correspondent I have received a description of the scenes in a well-known smuggling village in Holland.

If you walk round the outskirts of the village during the daytime you will be surprised to see lying about on the grass in the sunshine a considerable number of able-bodied men, well dressed, and clearly not in the least vagabonds. They are talking low or simply lying and smoking or even asleep. A little farther on a factory is being evacuated and transferred inland because here on the frontier it is impossible to keep hands. Within a few days of his arrival the new factory-hand has joined the ranks of the smugglers.

THE DROWSY MEN.

The village consists of one long street of houses running practically parallel to the frontier, which is only about 300 yards away. A little before sunset you will see the men who have been drowsing in the sun all day get up and stroll with the most innocent air in the world towards the street. They disappear behind the houses, and a deep peace broods for a little time upon the whole village.

Suddenly from somewhere sounds one shrill whistle: there is an interval and then the signal is repeated twice. (Of course, the signal varies: sometimes it is not an audible one at all.) And then from behind the row of houses dashes a company of men, often as many as 200 of them, bearing loaded sacks or small bags on their shoulders. They spread like a fan and dash towards the frontier line, some of them apparently right into the arms of the soldiers watching the frontier.

What are the soldiers to do? Even if they were quick enough they could hardly shoot more than a few of the smugglers, since the latter are perhaps forty to one. Some shots do ring out, and probably two or three of the smugglers tumble into the grass or the sand, almost always with a shot in the leg. But probably out of the 200 fully 150 have got across the frontier, where the German State-organised receiving station awaits the bags of fat (especially fat!) or other contraband brought across. Then the smugglers disappear and dribble home by a roundabout route across another part of the frontier. Somewhere and somehow the profiteers are about the smugglers who were so successful as well as any of the smuggling scoundrels who may have been arrested beforehand receive their proper share and also compensation for arrest or injury.

If this particular village becomes rather too warm a corner the smuggling scrimmage takes its afternoon siesta some way off and the rush is made from a new lair.

#### RUGBY FOOTBALL METHODS.

Many of the soldiers have a considerable sympathy with the smugglers. The rough-tactics appeal, perhaps, to their rustic instincts, and in any case they have not the least desire to hurt men who are "only smuggling." So they fire low, are not anxious to "make examples," and it is difficult, no doubt, for them to consider shooting these people at all as part of the soldiers' trade. Sometimes there results a regular "scrum" on the goal-line (the frontier). A soldier will grab one of the smugglers, collaring him low, according to the legitimate Rugby game, and fully intending to bring him down first and capture the ball, which is the smuggler's sack, afterwards. But almost equally often the soldier happens to have a lame leg that evening, or else the smuggler happens to be unusually slippery, or the soldier trips up just when he has got his arms round sack and smuggler, and the latter runs on grinning and makes a touch-down.

Frankly, the *maréchaussées* is a different and a less sympathetic goalkeeper. He is not paid to be a sportsman but to stop smuggling, and the result of his efforts is unquestionably considerable, that the "great game" is the least of his risks, because you never know when the soldiers may have been replaced by the special police.

Such is my correspondent's story. It reads more like a romance of Troy Town than of the Great War. You have to shake yourself to remember that these smugglers, bribed with German gold, are in a way responsible for some part of to-morrow's casualty list, a fact which they themselves will never realise until they too are fighting Germans led by "friendly neutrals." And from that fate the victory of the Allies is about the only thing under Providence that can save them.

One of the most valuable contributions comes from a banker-officer on leave, writing to a comrade at the front on April 28th:—

"For eight days past there has been, for instance, no meat at K—, the municipality supplies the needy with bad meat which no man can eat. The doctors have already reported on the manifestly inadequate food available for the civil population of Germany."

"The only people satisfied are the makers of munitions who are making their millions." Everybody else groans and complains."

The English, against the police who reply to complaints by blows with the flats of their sabres, and against officers who are always given precedence.



# MILITARY OPERATIONS IN THE INDIA EMPIRE. THE COMMANDER-IN-CHIEF'S REVIEW.

We are indebted to the Colonial Secretary for a copy of a supplement to the *London Gazette* containing a copy of the dispatch from Sir Beauchamp Duff, G.C.B., Commander-in-Chief, India, on military operations in the Indian Empire since the outbreak of war. The following are excerpts from the dispatch:

**OPERATIONS IN THE VICINITY OF ADEN.**  
On the outbreak of war with Turkey, on 31st October, 1914, reports indicated that the Turks were in some strength in the Shaikh Sa'id peninsula, and that they were preparing to despatch troops to act against the Aden Protectorate. Consequently on November 3rd orders were issued to Brigadier-General H. V. Cox, C.B., C.S.I., Commanding 20th Indian Infantry Brigade, then on the voyage to Suez, to capture Shaikh Sa'id and destroy the Turkish works, armaments and wells at that place. Three battalions from the 20th Indian Infantry Brigade and the 23rd Sikh Pioneers were detailed for this operation, in which H.M.S. *Duke of Edinburgh* co-operated.

On November 10th the transports conveying the force arrived off the coast of the Shaikh Sa'id peninsula, but adverse weather conditions prevented a landing at the point first selected. While the transports were moving to an alternative landing place, H.M.S. *Duke of Edinburgh* engaged the Turkish defences with satisfactory results.

Covered by the fire of the naval guns, a landing was effected, all opposition encountered was overcome and the enemy were driven inland, abandoning their field guns. On November 11th Turkish Fort and other Turkish works in the vicinity were destroyed by the troops and a naval demolition party, and the force, having effected its object, re-embarked.

In forwarding his report on these operations, General Cox brings to notice the valuable assistance received by him in the disembarkation and re-embarkation of his force from Captain H. Blackett, R.N., H.M.S. *Duke of Edinburgh*, and all under his command.

For some time after the operations described above the Turks did not show signs of advancing with a view to attacking Aden; but their presence on the northern boundary of the Protectorate rendered it desirable to strengthen somewhat the garrison of Aden.

Shaikh Sa'id was again occupied by the enemy, and on the night of June 14th-15th, 1915, he endeavoured to effect a landing on the north coast of the Island of Perim. This attack was successfully driven off by the detachment, 23rd Sikh Pioneers, which formed the garrison of the island, under the command of Captain A. G. C. Hutchinson.

During May, 1915, the enemy was reported to be becoming more active, and during the latter half of June reports indicated a possible Turkish advance on Lahaj from Mawiyah. On definite information being received that such an advance was about to be made, Major-General D. G. L. Shaw, commanding Aden Brigade, ordered the Aden Movable Column, under Lieutenant-Colonel H. F. A. Pearson, 23rd Sikh Pioneers, to move out to Shaikh Othman on the evening of the 3rd July.

Early the following morning the advance was continued to Lahaj, to which place the Aden Troop had previously been despatched. The intense heat, and shortness of water rendered the march and the subsequent operations most trying, but nevertheless the advanced guard reached their objective, and engaged the Turks just beyond Lahaj on the evening of the 4th July.

But, the desertion of the hired camels and the very climatic conditions so delayed and distressed the main body as to necessitate a withdrawal from Lahaj to Khor Makkar on July 5th.

In recording this, Major-General Shaw pays a tribute to the devotion to duty of the men of the Royal Artillery, who effected the withdrawal of their guns under the most trying conditions.

On the withdrawal of the Aden Movable Column to the Khor Makkar line the Turks occupied Shaikh Othman, and it was decided to increase temporarily the Aden garrison.

On July 20th, the 28th (Frontier Force) Brigade, with a battery of Royal Horse Artillery and a detachment of Sappers and Miners, afterwards reinforced by another battery and the Aden Troop, the whole under the command of Lieutenant-Colonel A. M. S. Elsmie, 56th Punjabi Rifles (Frontier Force), moved out of Aden to attack the enemy next morning. The Turks completely surprised, were expelled from Shaikh Othman. Their casualties were some 50-60, in addition to several hundred prisoners, mostly Arabs.

On August 24th a small column under the command of Major W. J. Otley, 23rd Sikh Pioneers, engaged the garrison of the Turkish post of Fiyush and forced the enemy to retire on Lahaj.

Again on August 25th a similar successful reconnaissance was made towards Wabt.

In September reports indicated that the Turks were preparing to retire from Lahaj; a column under Lieutenant-Colonel A. M. S. Elsmie, 56th Punjabi Rifles (Frontier Force), was therefore directed to ascertain the situation at Wabt. On September 25th this column surprised the enemy, estimated at 700 Turks with 8 guns and 1,000 Arabs, and seized and occupied Wabt.

Major-General Sir G. J. Young, husband, K.C.I.E., C.B., who was commanding the Aden Brigade during a portion of the period when these operations took place, brings to notice the great assistance he received on all occasions both by sea and land from Captain Hall Thompson, R.N., H.M.S. *Philomel*.

In October, and again in December, our cavalry have had small affairs with hostile reconnoitering parties, in which the latter were driven off with loss, and in December friendly Arabs, supported by a small infantry detachment, drove off a hostile Turkish and Arab force which was advancing on 'Imad.

Owing to the Turks despatching troops to coöperate the tribes in the East of the Aden Protectorate, a demonstration in support of these tribes was made by the Aden Movable Column on January 15th, 1916, in the direction of Sabur. The column located a Turkish force near Sabur and engaged it, inflicting considerable losses on it. As a result of this action the Turkish pressure on the Arab tribes is reported to have been relieved.

**OPERATIONS IN THE GULF OF OMAN.**  
Arab unrest, which had been growing in Oman for some time past, culminated on the night of 10th-11th January, 1915, in an attack by some 3,000 Arab rebels against our outpost line covering Masqat and Matrah. In the early morning of the 11th January the whole available British force, under the command of Colonel S. M. Edwards, D.S.O., 102nd King Edward's Own Grenadiers, took the offensive and defeated and drove back the rebels, who fled into the interior, having suffered losses estimated at over 200 killed and wounded.

Colonel Edwards brings to notice the very valuable assistance rendered by Lieutenant-Colonel R. A. E. Benn, Political Agent, Masqat.

On the night of 16th-17th April, 1915, a raid against the British post at Jack by disaffected tribesmen was successfully repulsed by the garrison under the command of Major W. H. Lane, 95th Russell's Infantry.

On the night of 2nd-3rd May, 1915, a body of tribesmen made a determined attack on the British post at Chahbar, commanded by Lieutenant C. M. Maltby, 95th Russell's Infantry. The attack was driven off with loss.

**BISTAN.**  
Owing to the activities of certain Germans and other enemy subjects in Persia during the latter half of 1915, it was found necessary to strengthen our outposts on the borders of Bistan.

The troops under the command of Lieutenant-Colonel J. M. Wikeley, 25th Light Cavalry, have successfully carried out their orders and co-operated effectively with the Russian forces.

**OPERATION IN BALUCHISTAN.**  
On May 28th, 1915, reports were received that the Khan of Kalat's treasury at Khozdar, 110 miles south of Kalat, had been looted. Owing to the insubordinate attitude of Sardar Khan Muhammad, premier chief of Jhalawan, who was responsible for this outrage, it was thought that the trouble might spread. Military assistance was asked for by the Agent to the Governor-General and, with the approval of His Excellency the Viceroy, I accordingly authorized the despatch of a small column consisting of the 106th Hazara Pioneers and a section of Sappers and Miners, under the command of Lieutenant-Colonel A. L. C. Jacob, C.I.E., D.S.O., 106th Hazara Pioneers, to deal with the situation.

The column reached Kalat on June 4th and subsequently visited certain neighbouring places. The presence of the troops rapidly restored order and prevented any spread of the disturbance; the rebel chief was degraded outlaw by a *firman* of Kalat sirdars and fled. The column arrived back at Quetta on July 19th.

In reporting these operations Lieutenant-General Sir M. H. S. Grover, K.C.B., K.C.I.E., Commanding 4th Quetta Division, states that the troops made some very good marches at a trying season of the year.

**NORTH-WEST FRONTIER.**  
*The Tochi Valley and Derajat.*  
During October and November, 1914, various reports were received that attempts were being made to stir up fanaticism along the frontier.

At the end of November, 1914, certain influential *mullahs* in independent territory led a Khoshtal *lashkar* of some 2,000 men to the neighbourhood of Miran shah in the Tochi Valley.

On November 29th a portion of the North Waziristan Militia, under Major G. B. Scott, attacked the enemy and, in a skilfully fought action, inflicted a severe defeat on the tribesmen, who fled in a demoralized condition.

Meanwhile, on the news of the gathering being received, I had arranged for the despatch of suitable reinforcements to Bannu and Thal and had directed the General Officer Commanding, Derajat Brigade, to reinforce Tank at his discretion.

Major-General H. O'Donnell, C.B., D.S.O., Commanding the Bannu Brigade, whose services I have already brought to notice, had proceeded up the Tochi Valley with the Movable Column, and had reached Miran shah on December 3rd. At the request of the Chief Commissioner, North-West Frontier Province, the column did not proceed beyond Miran shah.

The prompt and vigorous action of the North Waziristan Militia checked what might have been a serious rising.

Further reports of hostile gatherings, which threatened the Tochi posts, necessitated the retention of additional troops on this border during December and part of January, but a march carried out by the 4th Brigade along the Bannu border, south-west of Bannu, at the end of December, 1914, had a quieting effect.

On January 7th, 1915, operations were carried out by the Bannu Movable Column and a portion of the North Waziristan Militia with a view to defeating a large Khoshtal *lashkar* that had crossed into British territory and attacked Spina Khaisora post.

Of the British forces, only the North Waziristan Militia were actually engaged with the enemy, but the operations were successful, the enemy losing some 50-60 men killed and being driven in confusion over the frontier. In his report on the above action Major-General O'Donnell states that great credit is due to the North Waziristan Militia for the dash and spirit they displayed in the action against great odds and after a long march.

For his most conspicuous bravery in this action in attempting at the cost of his life to rescue one of his men, Captain E. Jotham, 21st Sikh (Frontier Force), was awarded the Victoria Cross.

Although some further gatherings were reported, I was able, on January 11th, to order the withdrawal of most of the extra troops that had been sent to this portion of the frontier, leaving sufficient to ensure its safeguarding.

Early in March, 1915, reports of hostile gatherings intended to attack the Tochi posts, and the alleged presence of a Mahsud *lashkar*, again compelled me to order troops to concentrate on the Derajat, Bannu and Kohat borders.

On March 20th, 1915, the Bannu Movable Column, together with a portion of the North Waziristan Militia, the whole under the command of Brigadier-General V. B. Fane, C.B., whose services I have already brought to notice, moved out from Miran shah and attacked a large Khoshtal *lashkar*, estimated at 7,000 to 8,000 men, which was threatening that place.

The attack was entirely successful. The enemy's losses were estimated at 200 killed and 300 wounded, and they retreated rapidly across the frontier.

Our success was largely due to the skilful manner in which a column under Major G. B. Scott, Commandant, North Waziristan Militia, by means of a night march gained a position in rear of the enemy in time to combine with the frontal attack.

Brigadier-General Fane brings to notice the name of Mr. J. A. O. Fitzpatrick, I.C.S., Political Agent, Tochi, who assisted him with sound advice and good information.

With the exception of raiding, this portion of the frontier remained quiet until October, 1915, when unrest among the Mahsuds necessitated precautions being taken in the Derajat Brigade area.

A militia picket was attacked on November 12th and on the 18th a detachment of the 45th Rattray's Sikhs on picketting duty near Khajuri Kach in the Gomal was fired upon by some 80-100 Mahsuds. The enemy was driven off and the convoy proceeded to its destination in safety. Brigadier-General F. J. Fowler, C.B., D.S.O., Commanding the Derajat Brigade, states that the detachment behaved very well indeed and maintained the high reputation of their regiment.

The successful operations mentioned above, combined with pressure brought to bear upon the Mahsuds by the civil authorities, has prevented any tribal outbreaks on a considerable scale, but raiding has been constant, which has necessitated constant vigilance and action on the part of the troops.

**Mohmands, Swat and Buner.**  
Towards the end of 1914 information was received of anti-British preaching by certain *mullahs* in the Mohmand country, but, with the exception of a raid in the neighbourhood of Shakhadar in January, 1915, which was easily driven off, no serious acts of aggression were committed.

On April 13th, 1915, however, reports were received that the Mohmands were collecting with a view to raiding Shakhadar. The garrison of the Fort was strengthened and the Khaibar Movable Column, under the command of Major-General C. F. G. Young, was ordered to proceed there forthwith. At the same time I issued orders for certain troops to be held in readiness to reinforce the Peshawar Division and took other measures necessary to deal with the situation.

Reconnaissance on April 16th and 17th located no hostile gatherings, but on April 18th the tribesmen attempted to advance, and were met by the troops under Major-General Young near Hafiz Kor. In the action which ensued the hostile *lashkar* rapidly increased to some 2,400 men, but its advance was repulsed with loss and it was forced back into the hills. Darkness prevented any pursuit.

Major-General C. J. Blomfield, C.B., D.S.O., Commanding 1st Peshawar Division, was present throughout the action and comments on the keenness and excellent spirit of the troops.

In reporting these operations Major-General Blomfield records his gratitude for the benefit he received from the experience, knowledge and helpfulness of the Honourable Sir George Ross-Koppel, K.C.S.I., K.C.I.E., Chief Commissioner, North-West Frontier Province.

Quiet on the frontier then enabled the troops to be withdrawn from the vicinity of the border, although the attitude of the *mullahs* in Mohmand country, Buner and Hajaur necessitated constant watchfulness.

During May the Swatis had been engaged in inter-tribal quarrels, but on June 18th the situation in Upper Swat, where the advance of a *lashkar* to the Adnazi tract threatened the safety of the Chitral road and Chakdara post, necessitated the concentration at Chakdara of the Malakand Movable Column, which was under the command of Brigadier-General W. G. L. Beynon, C.B., D.S.O.

The rapid concentration of the troops had an excellent effect and prevented any outbreak.

As quiet reigned in July, during which month the *Ramzan* fast was observed, I arranged for the Chitral reliefs to be carried out. These were successfully completed on August 4th, but in view of a certain amount of unrest which was reported from Buner, I ordered the returning column to remain at Chakdara with the Malakand Movable Column, where its presence was of great value during subsequent operations.

Gatherings in Buner during July had been reported, but the tribesmen remained quiet until August 18th, when information was received that a certain *mullah*, known as the Haji Sahib of Turangzai, was in the Ambela Pass with several thousand men, preparing to invade British territory. His gathering included a number of the Hindustani Fanatics, a sect inhabiting the Buner border country.

A small column from Mardan was at once moved to Rustam on the Buner border.

On August 17th a hostile gathering of some three to four thousand tribesmen debouched from the Ambela Pass and moved towards Rustam, while a further force was reported to be in the neighbouring hills to the north-west.

Brigadier-General S. F. Crocker at once attacked the Ambela Pass gathering and routed it with loss. The 91st Battery, Royal Field Artillery, which came up during the course of the action after a forced march, did great execution.

Major-General F. Campbell, C.B., D.S.O., Commanding 1st Peshawar Division, now concentrated a Brigade, under the command of Brigadier-General N. G. Woodruff, at Rustam.

Between August 21st and 31st this brigade took the offensive against tribesmen whenever they appeared, and during this period Brigadier-General Woodruff was engaged with the enemy on three occasions, on all of which he was successful in driving them back into the hills with loss and destroying the villages in which they had harboured.

While these operations were in progress, information was received that on August 20th a tribal gathering of some fifteen to twenty thousand men under the Sandaki *mullah* was advancing down the left bank of the Swat River to invade Lower Swat. To meet this, Brigadier-General Beynon, Commanding the Malakand Movable Column at Chakdara, moved his column to the left bank of the river and occupied the Landakai ridge, which was well situated to arrest the hostile advance.

Our outposts were heavily attacked on the night of 28th-29th August, but the enemy were driven off with loss. The next morning the column moved out and destroyed a fort and shelled several villages, which were occupied by the enemy. As a result of these operations the tribesmen dispersed, and made no further attempts at offensive action for some time.

Meanwhile, during August, there had been some talk of *jihad* on the Mohmand border, where various religious leaders had been active, and large tribal gatherings led by these fanatical *mullahs* were reported to have collected on August 28th.

Two brigades under Brigadier-General L. C. Dunsterville and Brigadier-General C. Christian, with a mounted column under Brigadier-General S. F. Crocker and Divisional Artillery, were therefore ordered up to the neighbourhood of Shakhadar between August 30th and September 2nd, while a Mobile Column under Lieutenant-Colonel A. B. Longden, 28th Dogras, was formed at Mardan, and subsequently moved to Abani.

At the same time I issued orders for reinforcements to be ready for despatch to this border at short notice, if required.

On September 3rd large bodies of tribesmen were observed moving in the foothills and preparing *amangars* in the vicinity of Hafiz Kor, but no steps were taken to prevent them collecting, as it was desired to entice them out into the plain. By the evening of September 4th it was calculated that the hostile force had reached its maximum strength (it was then about ten thousand), and Major-General F. Campbell, C.B., J.C.S.I., Commanding 1st Peshawar Division, decided to attack.

The action was fought on the following day; the enemy resisted stoutly, and displayed great bravery, tenaciously holding on to their *amangars*, but were defeated with heavy loss and driven from their position. An opportunity occurred for cavalry action, and a successful charge was made against the tribesmen.

Between September 20th and 24th further hostile gatherings were reported on their border, and the *mullahs* made great efforts to stir up their followers to invade British territory. No *lashkar*, however, crossed the border until early in October, when *lashkars*, numbering some 9,000 men, again collected in the neighbourhood of Hafiz Kor. Major-General Campbell, who had strengthened his force by another brigade under Brigadier-General N. G. Woodruff, took the offensive against this gathering on October 8th from Shakhadar.

The enemy offered strong opposition, especially on our right flank, where the Mobile Column from Abani was co-operating, but were defeated and forced back into the hills. A detachment of the Khaibar Rifles from Fort Michni took part in the fight.

In this operation armoured cars were used for the first time in action in India and proved of great value.

These successful operations brought the unrest among the Mohmands to an end.

Although further gatherings were reported in Swat, there was no actual outbreak until October, when the tribesmen again became active. Their *lashkars* rapidly increased, and on October 28th some 3,000 Bajauris advanced towards Chakdara, with a view to arousing the tribes of Dir and Swat to attack the fort at that place.

Lieutenant-Colonel C. C. Luard, 1st Battalion, Durham Light Infantry, temporarily commanding the Malakand Movable Column, at once decided to attack; and moving out from Chakdara Camp on October 27th, he engaged, routed, and pursued the enemy, who were severely handled and lost a standard. As the result of this action there has been no further gathering on this border.

In reporting these operations on the Swat, Buner, and Mohmand borders, Major-General Campbell states that he cannot speak too highly of the endurance and conduct of the troops, both British and Indian. The temperature, which is always extremely trying in the Peshawar Valley during the hot weather, was nearly ten degrees above normal; but, in spite of these severe climatic conditions, the troops showed a fine spirit and great cheerfulness and were eager and ready at all times to march and fight.

The working of the administrative services was also entirely satisfactory, in spite of the many difficulties that had to be contended with.

Mechanical transport was used for the first time on the Indian frontier and proved to be invaluable; as, without it, the maintenance of the forces in the field could not have been effectively accomplished.

**Black Mountain.**  
In January, 1915, unrest among the Chagazais on the British border at the Black Mountain necessitated the temporary reinforcement of Oghi post by regular troops.

Quiet prevailed until August, when emissaries from Buner endeavoured to stir up the Black Mountain tribes in the cause of *jihad*.

(Continued on next Column.)

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As a precautionary measure a small column, consisting mainly of a detachment of the troops, whose services had been lent to the Government of India by the Nepal Durbar, was ordered to Oghi, and the neighbouring posts, where they remained throughout September. Conditions became normal again in October.

**BURMA.**  
*Operations in the Kachin Hills, January and February, 1915.*

Unrest, which had been brewing for some time among the Kachins, came to a head in December, 1914, and January, 1915, when punitive operations were undertaken.

The columns originally consisted of Burma Military Police, but as the disturbance appeared more general and likely to spread, regular troops were ordered up to Myitkyina.

Lieutenant-Colonel C. T. Swan, 64th Pioneers, was placed in command of all operations north of Myitkyina, and Lieutenant-Colonel A. W. H. Lee, 1st Gurkha Rifles, Burma Military Police, was detailed to command all troops and control all operations in the Kamaing and Mogaung Jurisdictions. In February, Major-General H. A. Raitt, C.B., Commanding Burma Division, proceeded to Myitkyina to direct operations.

In the Kamaing and Mogaung Jurisdictions, and the adjoining unadministered territory, six columns operated during January and February. The slight opposition encountered was in all cases successfully overcome, the rebel stockades captured, and the implicated villages destroyed.

In the country north of Myitkyina two columns were employed during the latter end of January and throughout February, and these were equally successful in punishing the recalcitrant tribesmen.

The country in which these operations were carried out is of a particularly dense and difficult nature. Major-General Raitt especially commends a night march carried out by a detachment of the 64th Pioneers over intricate country, followed by a successful attack on a rebel village.

**MADRAS.**  
The German cruiser *Emden* appeared in the Bay of Bengal in September, 1914, and on the night of 22nd-23rd September this vessel opened fire on the port of Madras. The troops in garrison promptly turned out and engaged the *Emden*, the guns causing her to cease fire at once and to sheer off. She made no further attempts on the coasts of India.

**PREVENTIVE MEASURES.**  
In August 1915, owing to the activity of Germans in the Far East, certain preventive measures were instituted to safeguard the Indian coasts and to prevent the smuggling into the country of arms and ammunition. These measures were arranged by the General Officers Commanding, Karachi, Presidency and Rangoon Brigades; His Excellency the Naval Commander-in-Chief, China Station, subsequently taking over control of those in the Bay of Bengal.

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## THE MEN BEHIND THE LINES.

### DARING AND DANGER.

By "THE TIMES" SPECIAL CORRESPONDENT.

It is a cruel injustice that, while one writes so much of the bravery of our soldiers who do the actual fighting—and one cannot write too much of it—neither time nor space permits one to dwell upon the others whose share in victory is really no less nor their work less arduous.

The Dispatch Riders are a constant source of wonder and admiration. Their missions are often of the most perilous, and the mortality among them has been considerable. Behind the lines one sees them all day and everywhere, pounding along on their motor-cycles, smoking and coughing in mud, or in dry weather, covered with dust and grime, so that their features are quite indistinguishable, somehow threading their way through all the blocks and intricacies of the traffic, among horses and guns and lorries and columns of marching men.

And at night, wherever one is, in the stillness or through the noise of the guns, somewhere on the nearest road the less purring of their machines goes on. Individually, collectively, they never stop, the constant playing of their shuttles going on day and night through all the complicated fabric of the moving armies.

Then there are "Signals" (though the Dispatch Riders are technically "Signals" also), who look after the telephone and telegraph communication, whether the Army is moving or at rest. On them, when our line pushes forward, depends the maintenance of connections with the headquarters in the rear. Generally, it is safe to assume that the enemy is harassing the intermediate space as heavily as he can.

I have never spoken to a Brigade or Divisional Commander after an advance without his paying the highest tribute to the bravery of the men who have worked so coolly in spite of whatever fire the enemy poured upon them. More than one Commander, in expressing his admiration, has said: "I don't know how they did it." Some day proper recognition will be given to them. Meanwhile, one can only say that they have shown themselves—through everything—worthy of the men with whom and for whom they work.

#### MINING UP SUPPLIES.

And the Transport! Our men, perhaps, have pushed with superb audacity across the open, under a storm of fire as they went, to rush some wood or trench or village. They have forced their way in and held it. But the way by which they came is still swept by a withering fire, increased in all probability by the heavy barrage which the enemy is now throwing across the open to prevent reinforcements from coming up. To send new battalions of infantry across that space would, until some other point, whence the enemy's machine-guns and rifles command it, has been cleared out, be merely to thrust those battalions away. Our little band of men on ahead must, for a while, hold that place unaided, and they may have to hold it so, not for hours, but for days. If so, supplies must be got up to them—and supplies have always gone!

More than once I have told how prisoners have reported that they had been without food or water for some days because nothing could reach them through our artillery fire. I have no hesitation in saying that in like case our men would have had their ration. I have heard only one instance where advanced troops of ours in a certain wood really suffered because supplies did not reach them. No matter what the obstacles have been, our transport has always gone through.

Of course, there have been losses—sometimes of a few individuals only, sometimes in the wiping out of a unit. But it has made no difference. The food and water had to be got up and it has been got up. And there has been no need of compulsion or of discipline. It is one of the extraordinary things about these men of ours that, with nothing said, they go about whatever job lies before them as if it were as much a matter of course as was their daily peaceful task at home.

#### GALLANT MESSENGERS.

No one in all the Army, again, has done braver things than scores and scores of our runners, or messengers, who take back dispatches of all sorts from the advance to the supports, to bases, or headquarters. A day or two ago, a Brigade Commander who, with his men, had just been through one of the grandest episodes of all this battle, said to me about as follows:—

In the old days, when a message had to be taken through the enemy's fire, a volunteer was called for, and we all know stories of how the regiment has watched in breathless anxiety while the messenger went, perhaps getting through, and perhaps not. But if he did get through, he probably received the Victoria Cross.

Our runners ought all to receive the Victoria Cross. They do not magnificently volunteer, and they have not the glory of knowing that the regiment is watching them. It is in the regular course of their duty, and they go without a word and without fuss, the only difference being that the fire that they have to go through is more often than not vastly more than any which the men who so splendidly won the V.C. in the old days had to face.

I do not believe that he exaggerated. The thing is going on every day. And any of us who had misgivings in the past about the fibre of the British people might be softened, must be ashamed. Never have we had surer ground for confidence in the quality of our race. Whatever danger we, as a nation, may have been in of growing soft, we assuredly had not begun to soften when this war came. It has found us still sound.

However familiar one becomes with it, one never ceases to be struck by the curious air of competence which every man in our Armies seems to carry with him. There is, in contrast with some Continental Armies, little evidence of he may have been but a few months ago—goes about his work as if he had been born to it. It is no mere aggregation of amateur soldiers which is now testing the whole strength of Germany: it is an Army, admirably organized, which already, and of right, assumes the bearing of an army of veterans.

(Continued on next Column.)

## "FAITHFUL UNTO DEATH."

### GLORIOUS HEROISM OF A BRITISH SAILOR BOY.

Even where, as Admiral Beatty writes, the behaviour of the ships' companies in the sea battle was magnificent without exception, the glorious heroism of a boy on H.M.S. *Chester* stands out prominently.

The story is told in a report from the commanding officer on the *Chester*, who says:—

Boy (1st Class) John Travers Cornwell, of the *Chester*, was mortally wounded early in the action. He nevertheless remained standing alone at a most exposed post, quietly awaiting orders till the end of the action, with the gun's crew dead and wounded all round him. His age was under 16 years. I regret that he has since died, but I recommend his case for special recognition in justice to his memory, and as an acknowledgment of the high example set by him.

From the captain of the *Chester* Mrs. Cornwell has received the following letter: "I know you would wish to hear of the splendid fortitude and courage shown by your boy during the action on May 31st. His devotion to duty was an example for all of us. The wounds which resulted in his death within a short time were received in the first few minutes of the action. He remained steady at his most exposed post at the gun, waiting for orders. His gun would not bear on the enemy; all but two of the ten crew were killed or wounded, and he was the only one who was in such an exposed position. But he felt he might be needed, as indeed he might have been, so he stayed there, standing and waiting, under heavy fire, with just his own brave heart and God's help to support him.

I cannot express to you my admiration of the son you have lost from this world. No other comfort would I attempt to give to the mother of so brave a lad, but to assure her of what he was and what an example he gave.

I hope to place in the boys' mess a plate with his name on it, and the date, and the words 'Faithful unto death.' I hope some day you may be able to come and see it there. I have not failed to bring his name prominently before my Admirals.

Since he was a small boy Cornwell's one ambition was to be a sailor. He had only been at sea a few weeks before he met his death.

He was home on leave from the school last Easter, said his mother in an interview, and the last thing he said as he left home again on Easter Monday night was, "I only hope I'll get a ship soon and that we'll have a chance to smack the Germans. Won't you be proud when I come home with a stripe on my arm? Something grand, not bare like it is now."

"It seems terribly hard to lose him," she sighed, "but he died a death he himself would have wished, for England."

It is earnestly to be hoped that competent artists are here (and if not they should be sent) who will make studies, not of battles—for the modern battle is a difficult thing to interpret on canvas—but of the British soldier, the individual in the ranks, with his rifle and equipment and "tin hat," with his gun, his horse, his lorry, his motor-bicycle, or aeroplane. It is a new figure in the world—this quiet man in khaki wrestling so imperturbably with every kind of difficulty, and going, with few words, but utter cheerfulness, about his earnest work.

#### "INSUBORDINATE" PADRES.

And as yet I have said nothing about the R.A.M.C. or the stretcher-bearers. I know one case in which, only three days ago, one battalion lost in one afternoon 12 out of its 16 stretcher-bearers.

And the Chaplains, I believe, have been the most insubordinate—the only insubordinate—men in the Army, for when they are commanded to stay with Field Ambulances and Dressing Stations they keep turning up in the front-line trenches and going with the men where there is no right to be. There are many battalions in which the Padre is known to be one of the bravest officers of the lot; too many, also, which have no Padre now.

And, besides all these, there is the whole amazing organization "behind the lines." The world at large is beginning to understand that the production of the British Armies in the short space of time which it took was something of a miracle. It was. But the mere accumulation of equipment and drilling of so many million men is not, when one sees the whole, what strikes one as the really miraculous thing. It is that all these men, thus accumulated, equipped, and drilled, should all be parts of this wonderful machine.

The Germans have persisted that, even if we could find the men, we could not make the machine which they have been perfecting for 40 years and more. But it is here, operating with perfect smoothness: a machine which, in its mere mass and intricacy, almost staggers the imagination. One cannot speak of details of the system for fear of saying something which should not be told, but it is a stupendous in its proportions, with the methodical handling of the men in their hundreds of thousands, of all their equipment and supplies, food and miscellaneous baggage and ammunition, and the endless trains of guns, guns and shells by millions upon millions, all brought from England and all here in their places, or moved from place to place with the rhythm of clockwork.

One cannot convey any idea of it, nor grasp it in its entirety; but day by day the immensity of it grows on one, and one realizes how trivial beside it has been anything that British military organization has had to do in the past. That is the real miracle; not the mere millions of men nor even their bravery, but this huge, frictionless machine of which they are a part. One talks of the size of this or that commercial enterprise, or engineering scheme, or industrial organization. The biggest of them is the tricking out of a doll's house compared to the thing which Great Britain has put together here in the last 20 months.

(Continued on next Column.)

## BUKOVINA.

### THE CARPATHIAN PASSES.

The whole of Bukovina now lies in Russian hands. But most of us never thought twice of Bukovina till this war began, and the news, save that it marks the passing of another stage in the Russian advance, means little to us. We may consider its significance in two aspects, first noting the value of Bukovina in itself, and, secondly, its importance as a means to a further invasion of the Hapsburg dominions.

Bukovina is a geographical expression. The province has no natural or national unity, and no bond of union with the queer congeries of territory over which Francis Joseph rules, except the sway of the Austrian bureaucracy. Bukovina means simply the land of beech trees. The name is given to a triangular piece of land which lies between the mountain mass of the Carpathians and the plains of Galicia, Russia and Rumania. Nearly half of its area is forest. About a quarter is under pasture, and another quarter arable land. It has therefore been of considerable importance as a source of food supplies. But its total extent is only 4,000 square miles, that is, rather more than half the area of Wales.

Lying at the point where the frontiers of two strong races, the Russian and the Rumanian, meet, it is naturally the home of a diverse population. Before the war it had more than 800,000 inhabitants. Of these 35 per cent. were Rumanians and 40 per cent. what Austria loves to call Ruthenians. Who are the Ruthenians? They are a creation of Austrian bureaucrats. One of the great branches of the Slav race is the Little Russians. In the Middle Ages they established a strong kingdom of their own. There are now some 23,000,000 of them in the Russian Empire. Their home is in the southern provinces on both banks of the Dniester, in Volhynia, and in Podolia, with Kiev as their metropolis. The conquering armies of General Brusiloff are therefore based on the homeland of the Little Russians. But of this race many have been for a hundred years under the Hapsburg dominion. There are two or three millions of them in Galicia, and, as we have seen, some hundreds of thousands in Bukovina. But Austria will not allow them to call themselves Russians. It was a certain Count Stadion, once governor of Galicia, who invented for them the name Ruthenian. For years Austrian policy has striven to constitute a Ruthenian nationality which should be independent of, and even hostile to, Russia.

The dreamers of Vienna have hoped that this might some day bring the disintegration of Russia and the establishment of a "Ruthenian" province, including Volhynia, the Ukraine, Kiev, and all the Little Russians. That was the inspiration of the grandiose Teutonic talk last year about a march on Kiev. If Austria could incorporate one branch of the Slav race in Bohemia, another in Croatia, why not yet another in the Galicia? Such dreams the Russian occupation of Bukovina and the thunderous blow in Galicia and Volhynia have shattered for ever. The Ruthenians, indeed, have shown little sign of gratitude for Austrian attempts to use them as a means to weakening the Russian power. Among them Russian sympathies have always been keen, and the hearty welcome which the Russian armies received in Galicia is evidence enough of the natural destination of Austria's Ruthenians.

THE GEOGRAPHICAL POSITION. At this stage in the war we must also consider the occupation of Bukovina in its second aspect, as a means to strategic ends. This is not the place for conjecture or prophecy as to what General Staffs may next intend. Let us, therefore, confine ourselves to an examination of the facts of geography. We hear continually that the Russians are at the foot of the Carpathians, that is, only the Carpathians stand between them and the Hungarian plain, one of the most vulnerable points of the Central Empires. And undoubtedly with their troops beyond Kimpoling and Kutly, the Russians are at the foot of the Carpathians. Unfortunately, this does not necessarily mean that they will soon be on the other side. The Carpathians are a great natural piece of fortification. Not so formidable as the Alps, they are, nevertheless, only to be crossed by armies at a few points, and those, as we learnt in the early months of 1915, can be long defended against the most vehement assault. In that phase of the campaign the Russians were attacking the Galician passes. Though they occupied Lemberg, Przemyśl, and the whole of Galicia as far as the Danube, an Austrian counter-offensive had won back most of Bukovina. The Bukovina passes, therefore, have not yet been attacked.

The easiest lies in the south at the point where Rumania, Transylvania, and Bukovina meet. From Doros Vatra a road threads the wooded mountain country at an easy gradient and descends to the valley of the Bistritz. This is called the Borgo Pass. It has a good road, and there is reason to believe that since the war began a railway has been taken over it. On the Transylvanian side it leads to a district in which there is a large Rumanian population, the recovery of which has long been one of the chief ambitions of Rumania. It is, therefore, obvious that the march of a Russian force over the Borgo would produce considerable political effect. On the other hand, we have to note that such a force would still be far from Hungary and engaged upon an almost isolated movement.

The other important pass from Bukovina, the Stiol, has the advantage of leading to Hungary. But it is far more difficult, rising to some 4,000 ft., it has no very good communication on either side, and is altogether without connection with railways. The Russian advance on Kolomea, though it takes us beyond the borders of Bukovina, may also be considered. For Kolomea stands on the railway which leads over the Delatyn or Jablonitz Pass, one of the main highways between Hungary and the East. The summit of the pass is more than 5,000 ft. above the sea, but it is not as difficult as those figures would suggest. Some authorities have it that by the Jablonitz Pass the Magyars themselves first entered Hungary. Whether that be so or not, the existence of the theory proved the practicability of the pass for masses of men. The railway across it is the main line between Hungary and Southern Russia.

## TWO BULLETS FIND THEIR BILLETS IN A BOOK.

### "THERE MUST BE A WAR ON. AFTER ALL, I SUPPOSE."

Much has been said of the amazing nerve and spirit with which our men—regiment on regiment—have thrown themselves cheering and singing into the very heart of the German defenses. More extraordinary still it is to find the same spirit abroad in the hospital ships and the hospital trains. Scarcely wounded as many of them are, and on a journey which all the men can make only endurable, the men still tingle with the thrill of the charge and their talk is all of the glorious rush with which they carried every obstacle.

"We went over in grand style," said a sergeant, recalling the assault on Montauban, "and found the place in an awful mess. Most of the houses had been knocked head over heels—the only ones I saw standing were a couple of cafés. As we came on we saw lots of Germans running out of the back of the village, but when we got into the streets there were plenty of them monkeying about the ruins. We had divided the company up into groups of six, but as we neared the village we all joined up again. My five pals were five of the best, and we kept well together. We saw some Huns in a ground-floor room, so we dropped a Mills' bomb through the window and didn't wait for an answer."

#### TWO KICKS OVER THE HEART.

"As we turned the corner we saw a German lying round the end of a wall. He'd got a machine-gun and had made a little emplacement with bricks. He turned this damn thing on me and got me in the foot. It didn't stop me, though, and when I was getting near him I felt two kicks over the heart. I didn't wait to see what had happened, but simply went on and bayoneted him. I couldn't go on much further, so I sat down to see what was the damage. My foot was pretty bad, but when I looked at my left hand I breast pocket, I saw two holes in it. I opened my pocket and found that two bullets had gone through my pocket-case and had nosed their way into a book I was carrying. Funny enough, earlier in the morning my officer gave me the book and said I could read it when I got into the German trenches—so I put it in my pocket, little thinking that I should be able to read a bit of it on hospital ship coming back."

The two bullets, after piercing the mirror and case, had met and fused into one lump of metal as they struck the book—Jan Hay's "A Knight on Wheels."

#### STARVING GERMAN PRISONERS.

I saw, he continues, three German come up to two of our fellows and throw down their rifles. So our lads chucked down theirs too, and went for them with their fists, and they didn't half give 'em a dusting.

One of our boys did wonders with the bayonet. He was chasing three Germans. He caught them one, and bayoneted two; the third he swung round he hit the third man down with the butt of his rifle. As we were going into Montauban we saw a German machine-gunner up a tree. He had got the nearest little platform you ever saw, painted so that it was almost invisible. We shot him down, but he didn't fall clear. The last we saw of him was that he was hanging by his boots from the branches.

The spirit of our boys was splendid. They simply loved the fun. One of them got blown up by a shell. He seemed pretty dazed, but he picked himself up and came along. All he said was, "Oh! There must be a war on after all, I suppose."

We had carried the first two lines, and on getting into the third we saw the Germans coming up from the two exits of a deep dugout and pairing off down the trench. Our platoon commander got into the trench and picked the Huns off as they came out. He had a month of the dug-out on either side of him, say 15 yards away. He was as cool as a cucumber—he simply turned from right to left and fired just as if he was in a shooting saloon. It was the best bit of fancy shooting I've seen.

#### GOMMECOURT EPIC

### DOGGED ADVANCE UNDER TEMPEST OF FIRE.

Towards the northern end of the line of attack, that is to say about Gommecourt salient, north of Hebuterne, the strongest resistance was encountered. Of the superb self-sacrifice of our men at this point Mr. Bench Thomas tells a graphic story:—Our attack at Gommecourt, he writes, was as heroic as anything in the war. In spite of appearances the Germans (who hold a sharp salient in Gommecourt Wood) were known to be both forewarned and forearmed. At 7.30 a.m., and earlier, on July 1st, their guns—closely concentrated and of full calibre—set up a triple barrage. Through all these three barrages of intense fire our men marched quite steadily, as if nothing was in the way, as if they were under review. At every step men fell; and our trenches here are very far apart from the German. The gap was still wide, though a little while before the fighting we had built a completely new trench nearer the enemy in the course of a single night. When these steady, steadfast soldiers, true to the death, paraded in more than decimated numbers through and across the third barrage, the enemy—in their turn heroic—left their trenches, erected machine-guns on the parapets, and the two parties fought one another in the open. I have not the hardihood to write more. Heroism could no further go. Our men died; and in dying held in front of them enough German guns to have altered the fate of our principal and our most successful advance in the south. They died defeated, but won as great a victory in spirit and in fact as English history or any history will ever chronicle.

the existence of the theory proved the practicability of the pass for masses of men. The railway across it is the main line between Hungary and Southern Russia.

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
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* TJIBODAS ...	JAVA & MACASSAR	In port	1st Sept.	KOBE
* TJIMANOEK ...	JAVA	6th Sept.	8th Sept.	AMOY & SHANGHAI

\* Wireless Telegraphy.  
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.  
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S.S. "TJISONDARI" ...	12th October
S.S. "KARIMOEN" ...	11th November

The Steamers have accommodation for a limited number of Saloon Passengers and carry a duly qualified surgeon.  
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## SHIPPING

## ARRIVALS.

LAERTES, British str., 1,340, Jenkyns, 31st August—Saigon 20th August, General—Order.  
PORTHOS, French str., 7,357, Costa, 30th August—Haiphong 25th August, General—Messageries Maritimes.

## CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.  
August 31st.  
BANDAI MARU, Jap. str., for Singapore.  
WOLLOWRA, British str., for Saigon.

## DEPARTURES.

August 31st.  
CHINSHOW, Brit. str., for Port Paravay.  
CHOP MARU, Jap. str., for Bangkok.  
CITY OF DUBLIN, Brit. str., for Manila.  
HAYAN, British str., for Swatow.  
HAYAN, Norwegian str., for Swatow.  
HONGKONG, French str., for Haiphong.  
PORTHOS, French str., for Shanghai.  
SINKING, British str., for Shanghai.  
TAMU MARU, Jap. str., for Dairen.

## PASSENGERS.

ARRIVED.  
Per Laertes from Saigon, for Hongkong, Mr. H. Wright and Mr. L. Lefevre.

## VESSELS EXPECTED.

THE ENGLISH MAIL.  
The str. *Yamato* left Singapore for this port on the 28th August, evening, with the outward English mails, and is due here on the 31st September at about noon.

CANADIAN MAIL.  
The *Empress of Asia* arrived at Vancouver on the 28th August, at 9 p.m.  
The *Empress of Japan* left Vancouver on the 28th August, a.m.

AMERICAN MAIL.  
The str. *China* left Yokohama on the 24th August, and is due to arrive here to-day, a.m.

AUSTRALIAN MAIL.  
The str. *Eastern* left Sydney (via Queensland, Port Darwin, and Manila) for this port on the 25th August, with the Australian mail, and is due here on the 16th September, at about noon.

MERCHANT STEAMERS.  
The str. *America* from New York left Mureoran for this port on the 23rd August, and is due here to-day, a.m.

The str. *Ecuador* left San Francisco on the 27th August, calls at Honolulu, Yokohama, Kobe, Shanghai, and Manila, and is due to arrive at Hongkong on or about September 30th.

## LATEST STEAMER MOVEMENTS.

The str. *Empress of Russia* left Manila on the 31st August.

The str. *Bunga* left Singapore for this port on the 30th August, and is due here on the 5th instant, at about 8 a.m.

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN, PORTS AND LONDON.

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## THE Steamship

"MALTA"  
Captain C. C. Talbot, R.N.R. carrying His Majesty's Mail, will be despatched from this port on or about FRIDAY, the 8th Sept., 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s str. "Kashgar," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per str. "N. YOTA," due in London about 25th Oct., 1916. Passes will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. V. D. PARR,  
Acting Superintendent.

## OCEAN STEAM SHIP CO., LTD.

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GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

For GENOA AND LONDON.

## THE Motorship

"GLENLYE,"  
3,500 Tons D.W.  
will be despatched for the above ports on 9th September, 1916.  
For freight, passage and further information apply to  
SHEWAN, TOMES & Co.,  
Agents.

1040

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CITY OF NORWICH	Brit. str.	—	Takano	THE BANK LINE, LIMITED	On 6th inst.
LONDON VIA SINGAPORE, MALACCA, PENANG, & LONDON	ITO MARU	Jap. str.	—	O. C. Talbot, R.N.R.	NIPPON YUSEN KAISHA	On 7th inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	MAITIA	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	On 8th inst., at Noon.
LONDON VIA USUAL PORTS OF CALL	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	On 32nd inst., at Noon.
GENOA & LONDON	GENOYIN	Brit. str.	—	D. A. Gardiner	SEAWAY, TOMES & Co.	On 9th inst.
MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE, LIMITED	On 30th Nov.
DELAGOA BAY, DURBAN, EAST LONDON, & MARSHILLES VIA PORTS	KATHIWAR	Brit. str.	—	D. A. Gardiner	THE BANK LINE LTD.	On 20th inst.
VICTORIA, B.C., & SEATTLE VIA KIELING, & VICTORIA & TACOMA VIA MANILA & MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	AKAMARU	Brit. str.	—	Shinobe	MESSAGERIES MARITIMES	On 7th inst.
NEW YORK VIA S'WAY PORTS, SAN FRANCISCO, & HAVANA & NEW YORK	YOKOHAMA MARU	Jap. str.	—	T. Hamada	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN	TACOMA MARU	Jap. str.	—	K. Akamatsu	OTAKA SHOSHU KAISHA	On 8th inst., at 3 p.m.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN	ANTO MARU	Jap. str.	—	T. H. Robinson	OTAKA SHOSHU KAISHA	On 20th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN	TOKIWA MARU	Jap. str.	—	E. Bent	OTAKA SHOSHU KAISHA	About 1st inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN	BURMA MARU	Brit. str.	—	S. Robinson	OTAKA SHOSHU KAISHA	About 8th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN	CHINA	Am. str.	—	W. J. Hall	OTAKA SHOSHU KAISHA	On 5th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN	ABAKAN	Dut. str.	—	W. J. Hall	OTAKA SHOSHU KAISHA	On 11th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN	SAKURA MARU	Jap. str.	—	W. J. Hall	OTAKA SHOSHU KAISHA	On 21st inst., at 10.30 a.m.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN	TRISTO MARU	Jap. str.	—	W. J. Hall	OTAKA SHOSHU KAISHA	On 4th Oct., at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN	EGADORA	Am. str.	—	W. J. Hall	OTAKA SHOSHU KAISHA	On 7th Oct.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN	EMPEROR OF RUSSIA	Brit. str.	—	W. J. Hall	OTAKA SHOSHU KAISHA	On 8th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN	EMPEROR OF RUSSIA	Brit. str.	—	W. J. Hall	OTAKA SHOSHU KAISHA	On 8th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN	EMPEROR OF RUSSIA	Brit. str.	—	W. J. Hall	OTAKA SHOSHU KAISHA	On 8th inst.
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SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN	EMPEROR OF RUSSIA	Brit. str.	—	W. J. Hall	OTAKA SHOSHU KAISHA	On 8th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN	EMPEROR OF RUSSIA	Brit. str.	—	W. J. Hall	OTAKA SHOSHU KAISHA	On 8th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN	EMPEROR OF RUSSIA	Brit. str.	—	W. J. Hall	OTAKA SHOSHU KAISHA	On 8th inst.
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SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO VIA SHANGHAI, JAPAN,						



## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong 20th September. **PROPOSED SAILING** Connecting with "KATHIAWAR" From Colombo 17th October.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

## PROPOSED SAILING

From Hongkong S.S. "SALAMIS" 30th November. For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS

## "ELLERMAN" LINE.

(J. H. ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamers Sails. LONDON "CITY OF NORWICH" On 5th Sept.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice. For rates of freight and further information apply to

**THE BANK LINE, LTD.,**

OR TO RHEIN & CO., CANTON.

GENERAL AGENTS

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## C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL. SHANGHAI "ANHUI" On 3rd Sept. 10 A.M. HOIHOW and BANGKOK "KANGHOU" On 3rd Sept. 10 A.M. HAIPHONG "SUNGKIANG" On 5th Sept. 10 A.M. MANILA, CEBU and ILOILO "TAMING" On 5th Sept. 4 P.M.

DIRECT SAILINGS TOWARD RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI" MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck; aft, on "TAMING" and "TEAN." SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "YUHO," "YINGHOU," "SHANTUNG," and "RENSHENG," with excellent accommodation; Electric Light and Fans in Saloon and State-rooms; maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whampoa. For Freight or Passage apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

TELEPHONE 34.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in saloons and cabins and excellent cuisine.

FOR

**SWATOW, AMOY AND FOOCHOW**  
AND RETURN.

Operating at 9 to 10 Days

STEAMERS CAPTAIN SAILING. "HAICHING" Capt. W. C. Passmore FRIDAY 1st Sept. at 2 P.M. "HAIHONG" Capt. J. W. Evans FRIDAY 8th Sept. at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

**DOUGLAS LAPRAIK & Co.,**  
GENERAL MANAGERS

3

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

**DAVID SASSOON & CO., LTD.,**

AGENTS

## P. &amp; O. S. N. CO.

**ROYAL MAIL SERVICE**  
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO  
**MARSEILLES AND LONDON,**  
TAKING PASSENGERS AND CARGO TO  
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to COLOMBO	Leave HONGKONG Noon Friday	Connecting Mail Str. from COLOMBO	Due at MARSEILLES 1913	Due at LONDON 1913
MALTA	Sept. 8	*KASHGAR	Oct. 8	Oct. 16
NAMUR	Sept. 22	Through Steamer	Oct. 22	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18
NOVARA	Oct. 20	MOEHA	Nov. 19	Nov. 26
NORSE	Nov. 3	Through Steamer	Dec. 6	Dec. 13
NYANZA	Nov. 17	*MONGOLIA	Dec. 17	Dec. 24
MALTA	Dec. 1	*MALWA	Dec. 31	Jan. 7
NANKIN	Dec. 15	Through Steamer	Jan. 17	Jan. 26

\* Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

**SHANGHAI, MOJI, KOBE AND YOKOHAMA.**

S.S.	Leave HONGKONG ABOUT
NAMUR	MONDAY, 4th September.
SARDINIA	THURSDAY, 14th September.
NOVARA	SATURDAY, 23rd September.
NORSE	SUNDAY, 8th October.
NYANZA	SUNDAY, 22nd October.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

## INTERMEDIATE STEAMERS

(Non-Transshipment),  
IN ADDITION TO THE ABOVE MAIL STEAMERS,  
WILL LEAVE DIRECT FOR  
**MARSEILLES AND LONDON,**

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.  
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave H'KONG about	Leave SFORN about	Due at MARSEILLES if sailing about	Due at LONDON about
The Intermediate Service is	Temporarily	Suspended.		

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Passage Tickets interchangeable with the British India Co. Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines. Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice. For Further Information, Passage Rates, Freight, Handbooks, etc., apply to

**E. V. D. PARR,**  
Acting Superintendent.

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	*IYOMARU Capt. Takano	12,500	THURSDAY 7th Sept., at Noon.
	*MIYAZAKI MARU Capt. Teranaka	10,000	THURSDAY 21st Sept., at Noon.
VICTORIA, B.O. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	*YOKOHAMA MARU Capt. Shinobe	12,500	FRIDAY 1st Sept., at 4 P.M.
	*SADO MARU Capt. Asakawa	12,500	TUESDAY 19th Sept., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, BANGKOK, THURSDAY ISLAND, TOWNVILLE and BRISBANE	*TANGO MARU Capt. Sojeda	13,500	TUESDAY 12th Sept., at 4 P.M.
	*NIKKO MARU Capt. Takeda	9,600	FRIDAY 13th Oct., at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	*CEYLON MARU Capt. Tenda	10,000	SUNDAY 10th Sept.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	*YETOROFU MARU Capt. Uguu	8,000	SUNDAY 10th Sept.
MOJI & KOBE	*TOTOMI MARU Capt. Fujio	8,000	MONDAY 4th Sept.
SHANGHAI, KOBE and YOKOHAMA	*COLOMBO MARU Capt. Nomura	8,000	FRIDAY 15th Sept.
NAGASAKI, KOBE and YOKOHAMA	*NIKKO MARU Capt. Takeda	9,600	SUNDAY 10th Sept., at Noon.
SHANGHAI, KOBE and YOKOHAMA	*FUSHIMI MARU Capt. Iizawa	21,000	TUESDAY 5th Sept., at 4 P.M.

## EASTBOUND NEW YORK LINE VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON. \*TOKIWA MARU Capt. K. Akamatsu, 16,000 About 1st September

\* Wireless Telegraphy. For Further Information apply to—

**NIPPON YUSEN KAISHA,**  
B. MORI, MANAGER.

TELEPHONE Nos. 92 and 293.

## TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
*ANYO MARU	18,500 — 15 knots	WED., 30th Sept. Noon.
*PERSIA MARU	9,000 — 14 knots	THURS., 21st Sept. 10.30 A.M.
*TENYO MARU	22,000—21 knots	WED., 4th Oct., Noon
*NIPPON MARU	11,000 — 15 knots	TUES., 17th Oct., 10.30 A.M.
*SHINYO MARU	22,000—21 knots	WED., 1st Nov., Noon.
SIBERIA MARU	18,000 — 18 knots	THURS., 5th Oct., Noon.
KOREA MARU	18,000 — 19 knots	TUES., 15th Oct., Noon.

\* Via MANILA, Omitting Shanghai.

\* Proceeding to South American Ports.

\* Omitting Manila, and Shanghai.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

" " " NEW YORK £60. " " " £95.10.

" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARIKA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer ANYO MARU 18,500 — 15 knots WED., 20th Sept.

For Full Particulars as to Passage and Freight, apply to—

**T. DAIGO, AGENT,**  
King's Building, (31)

TELEPHONE 191.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE and YOKOHAMA

Steamer PAUL LECAT On or about 12th Sept.

YOKOHAMA

Home Ward

MARSEILLES via HAIPHONG

TOURANE and SAIGON ARMAND BEHIC On or about 17th Sept.

(Without Transshipment)

Subject to immediate alteration without notice.

## SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1913, to 31st October, 1913, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey.

FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.

For further particulars apply to

**P. THOMAS, AGENT,**  
QUEEN'S BUILDING.

TELEPHONE 740

## O. S. K.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

## AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA.

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA

\* "TACOMA MARU" FRIDAY, 8th Sept., at 3 P.M.

\* Omitting Manila, Shanghai and Nagasaki.

## BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETENHAM, AND COLOMBO.

\* "SAIGON MARU" T. Yamaguchi THURSDAY, 28th Sept., at 7 A.M.

\* "LUZON MARU" FRIDAY, 5th Oct., at 7 A.M.

## JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, AND BATAVIA

## FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

\* "AMAKUSA MARU" SUNDAY, 2nd Sept., at Noon.

\* Proceeding to Keelung via Swatow and Amoy.

\* Proceeding to Anping and Takao.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.

For FURTHER INFORMATION, apply to—

**H. YAMAUCHI,**  
MANAGER,  
No. 1 Queen's Building.

TEL. Nos. 744 and 745

## THE EASTERN &amp; AUSTRALIAN

## STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS ARRIVE HONGKONG FROM AUSTRALIA LEAVE HONGKONG FOR AUSTRALIA

EASTERN ST. ALBANS 16th Sept. 21st Oct. On 4th Oct., 11 A.M. On 10th Nov., 11 A.M.

All Steamers fitted with wireless telegraph.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.

All Steaks, Boats have Electric Fans & a fully qualified Doctor and Stewards are on board.

For further particulars apply to

**GIBB, LIVINGSTON & CO.**  
AGENTS

TELEPHONE 191.



